



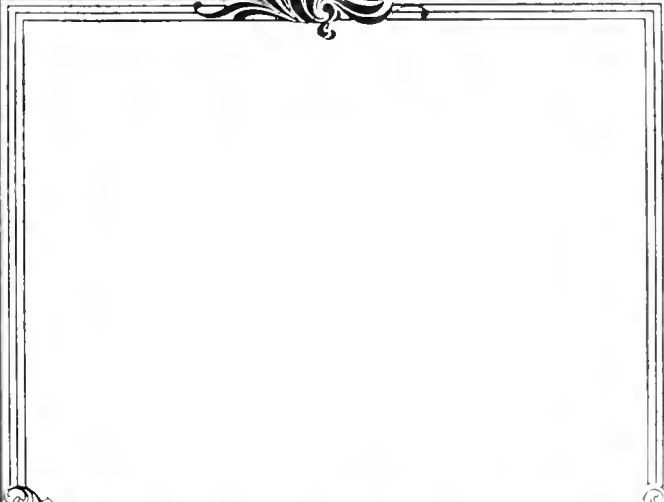
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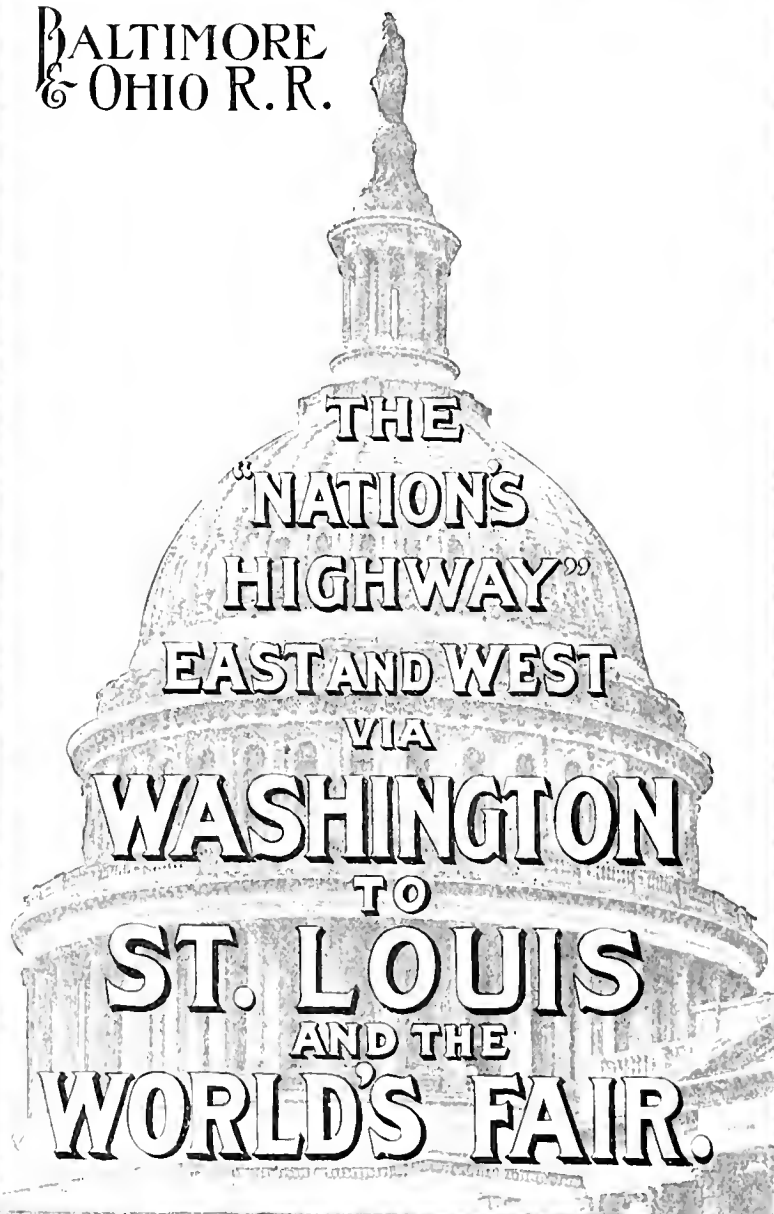
ROYAL BLUE



ALL TRAINS VIA WASHINGTON
BALTIMORE & OHIO R.R.
WITH STOP-OVER PRIVILEGE



BALTIMORE
& OHIO R. R.



THE
"NATION'S
HIGHWAY"
EAST AND WEST
VIA
WASHINGTON
TO
ST. LOUIS
AND THE
WORLD'S FAIR.

Baltimore & Ohio

The Most Seasonable Time To Visit the World's Fair

SEASON EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of December 15, 1904.

SIXTY-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of sixty (60) days, but not later than December 15, 1904.

FIFTEEN-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of fifteen (15) days, including date of sale.

COACH EXCURSION TICKETS will be sold only for specified dates and trains. Tickets will be good in **DAY COACHES** only on special or designated trains going, and on regular trains returning, limited for return passage leaving St. Louis not later than ten (10) days, including date of sale.

STOP-OVERS.

STOP-OVER not exceeding ten (10) days at each point will be allowed on Season, Sixty (60) day and Fifteen (15) day excursion tickets, in either or both directions, within return limit, at Cincinnati, O., Mitchell, Ind. (for visitors to French Lick or West Baden Springs, Ind.), and at Chicago (on tickets reading via Chicago). To secure stop-over, passengers must notify conductor and deposit ticket with Depot Ticket Agent immediately on arrival.

STOP-OVER not exceeding ten (10) days will be allowed at St. Louis on all one-way and round-trip tickets (except Colonist tickets to the Pacific Coast) reading to point beyond St. Louis, upon deposit of ticket with Validating Agent and payment of fee of \$1.00.

EXCURSION FARES.

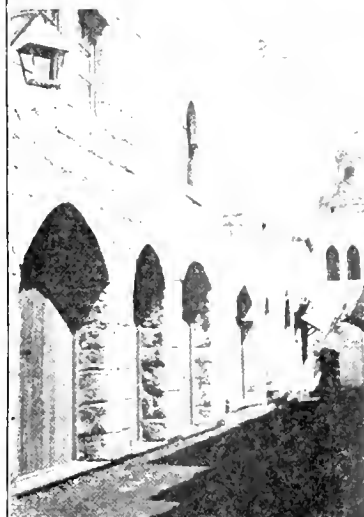
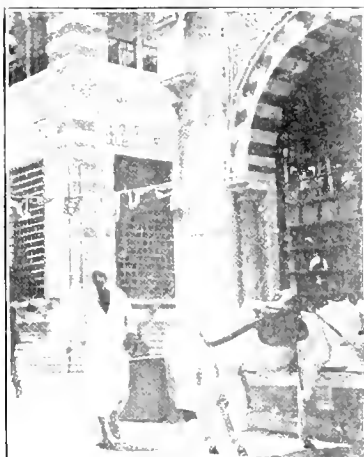
FROM	Season Rate	Day Rate	15 Day Rate	Coach Rate
New York, N. Y.	\$34.00	\$28.35	\$23.25	\$18.00
Philadelphia, Pa.	34.00	28.35	23.25	17.00
Chester, Pa.	34.00	28.35	23.25	17.00
Wilmington, Del.	34.00	28.35	23.25	17.00
Newark, N. J.	34.00	28.35	23.25	17.00
Baltimore, Md.	33.60	28.00	23.00	17.00
Washington, D. C.	33.60	28.00	23.00	17.00
Hagerstown, Md.	33.20	27.70	22.75	16.00
Frederick, Md.	33.60	28.00	23.00	16.00
Cumberland, Md.	30.40	25.35	21.00	15.00
Grafton, W. Va.	27.20	22.70	19.00	13.00

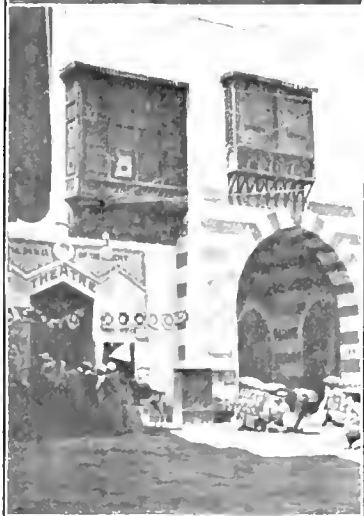
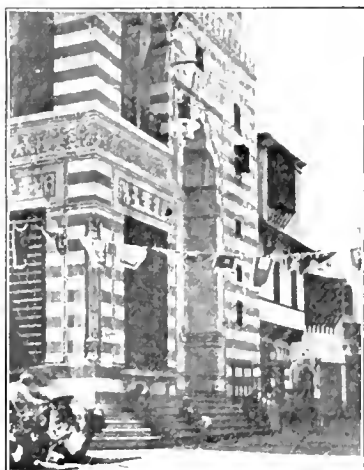
ROUTES.

The above fares apply via Cincinnati or via Chicago in both directions; or going via Cincinnati and returning via Chicago; or going via Chicago and returning via Cincinnati. Tickets will be accepted via Pittsburg.

Corresponding Rates from other Points.

For additional information concerning routes, rates, time of trains, etc., call on ticket agents.





Baltimore & Ohio

World's Fair Service

**New York, Philadelphia, Baltimore
Washington, Cincinnati and
St. Louis Line**

Three vestibuled trains daily each way comprise the excellent service between the Great Eastern Cities and the World's Fair. The "Nation's Highway" to the Louisiana Purchase Exposition. Trains are modern throughout. Coaches are marvels of comfort. Drawing-Room Sleeping Cars are spacious. Dining Car service unexcelled. Scenery world-renowned.

(See time tables herein.)

**Pittsburg, Columbus, Cincinnati
and St. Louis Line**

Three vestibuled trains daily each way comprise the excellent service between Pittsburg, Wheeling and St. Louis morning, noon and night. These trains have entirely new equipment. Day trains with Cafe and Dining Cars and the night trains with Drawing-Room Sleeping Cars. Coaches are of new design with spring-raising windows and sanitary ventilation.

The World's Fair Flyer leaves Pittsburg at 1.30 p. m. daily. Solid vestibuled train with through Coaches, Sleeping Car and Dining Car.

TO PITTSBURG	10:00	11:00	12:00
TO WHEELING	11:00	12:00	1:00
TO COLUMBUS	12:00	1:00	2:00
AT CINCINNATI	1:00	2:00	3:00
AT ST. LOUIS	2:00	3:00	4:00

THE

Baltimore & Ohio

EXHIBIT AT THE

World's Fair

Is the most remarkable railway
exhibit in the world showing the
evolution of transportation on the

First American Railroad

From 1828 to 1904

With exhibitions of locomotives from
the first attempts to use steam
as a motive power

The Baltimore & Ohio

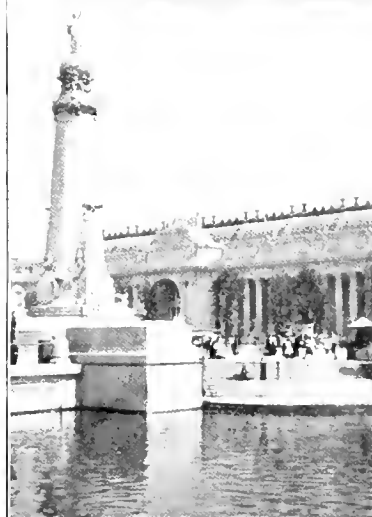
Was the pioneer in all
railway problems

PROGRESSIVE AND AGGRESSIVE

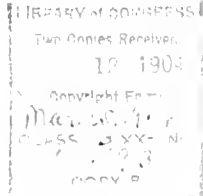
The First Railway to Form
Connections between
Atlantic Seaboard and
Mississippi River

Is
Modern
Throughout

Is
Magnificently
Equipped







BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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VOL. VIII.

BALTIMORE, OCTOBER, 1904.

No. 1.

OCTOBER

BY SHIRCK AND W. GILLMAN

MORNING

OUT to the purpling pastures and the hill-tops tinged with brown;
Out to the haze-hung valleys and out from the red-walled town;
Out to the breeze-fanned grasses and trees that are whisp'ring low
Tearful farewells to their leaflets ere Winter bids them go;
Out to the heart of Nature where cloistered with Nature's God,
We'll gather the purple asters and glorious golden-rod.
Home in the Autumn gloaming fraught with a promise of cold
Laden, we'll come at evening, bearing our purple and gold.

EVENING

Home from the purpling pastures, from the hill-tops fringed with brown,
Home from the haze-veiled valleys, back into the red-walled town;
Home from the breeze-swayed grasses and trees that were sighing low
Tearful good-bye to the leaflets Winter had whispered "Go!"
Home from the lap of Nature where, hidden with Nature's God,
We took of the purple asters and glorious golden-rod.
Now, in the Autumn gloaming, chill with its promise of cold,
Hasten we, heavy laden with purple and glowing gold.

L'ENVOI

Autumn of life is coming with shadows of dun and brown;
Out of the hills we'll hasten and into a shining town
Walled in a wealth of jasper with settings of priceless stones;
Paeans of joy will mingle with all of our earth-taught moans;
One will await our coming; and He, with all-seeing eye,
Quickly will view our burdens then will he reckon us by.
They will be blessed past measure, who, as they enter the fold,
Show him Truth's royal purple and a pure heart's gleaming gold.

SKETCHES.

BY R. M. CHESHIRE.

THE UNDERGROUND RAILROAD.

SHOULD the Chesapeake & Ohio Canal, the waterway of which George Washington was the founder and which runs almost parallel with the Baltimore & Ohio Railroad from Washington to Cumberland, pass into other hands and be utilized as a roadbed for a railway, it will be the doing away of one of the main lines of the old Underground Railroad.



THE CHESAPEAKE & OHIO CANAL.

This old Underground Railroad was a mysterious organization which existed from 1838 until Emancipation; it had no salaried officers, no public reports, no fast-flying schedules, and declared no dividends. For one purpose only was it organized — to assist fugitive slaves in reaching a place of safety. So perfectly were the plans of the "railroad" carried out that the lines and stations extended from and through almost every Southern State and into Pennsylvania, Indiana, Ohio, New York and all the Eastern and New England States and on into Canada. Quiet, easy-going Quakers of Philadelphia were the originators and promoters of the Underground Railroad, and they gave liberally of their money to perfect the organization. After the "system" was thoroughly understood by the abolitionists throughout the country there was no difficulty in securing all the money needed to pay every expense. Samuel Rhoades, a wealthy Philadelphian, was the chief financier. The J. P. Morgan of the enterprise. While on a visit to England he raised a very large sum for the Underground. Charles Wise was treasurer

and had offices at Fifth and Walnut streets, Philadelphia. "Stockholders" sent in their assessments and contributions with such rapidity that there was never a time when the managers stood in urgent need of funds to pay every "running" expense.

Business was brisk from the very inception of the enterprise, and when the Fugitive Slave law passed in 1850 there were funds to establish stations along various lines and keep a regular force of trusted men constantly employed in engineering runaway expeditions for slaves.

John Humm was the chief engineer of the Southern end; Samuel Burriss, colored, general conductor; Levi Coffin and John Needles, presidents. There was a board of directors or "vigilance committee," composed of such men as Nathaniel Depee, J. C. White, Henry Gordon, Robert Purvis, William Whipper, Samuel Rhoades, Rev. W. H. Furniss, J. M. McKim, William Lloyd Garrison and others, not to mention a number of wealthy and influential ladies who gave freely of their money and time.

Money was spent where it was believed it would do the most good, and when it was found that captains or masters of boats on the Chesapeake & Ohio Canal were "approachable" there was no time lost in



A "STATION" NEAR PAW PAW, W. VA.

enlisting their aid for a consideration. There was less danger of detection of fugitive slaves on vessels than on trains or private conveyance. They could be stored away in coal, hay, or whatever kind of cargo the boat might be laden. If there was believed to be danger of being

overtaken the slaves were put ashore and piloted to one of the stations not far removed from the canal, and there were a number of these along the line in Maryland and West Virginia (then Virginia). These stations were simply the homes of families either stockholders in the Underground Railroad or those who had been paid liberally for utilizing their homes and premises for such purposes. One of these stations is still in a fair state of preservation on the outskirts of Martinsville, West Va., while along the line of the canal and the Baltimore & Ohio Railroad there are a number of frame and log houses which are pointed out as Underground Railroad stations.

Levi Coffin, one of the presidents, and who was a very wealthy man, lived at Fountain City, Ind., and his home was the central station between the South and Canada. For a number of years Coffin was on duty at Cincinnati, Ohio, as a sentinel, and did effective work in aiding fugitive slaves. He left the management of his home—central station—to his wife, who received and cared for more than 5,000 slaves. Coffin's home was the meeting place for abolitionists in that section of the country, and to-day it is the one point of historic interest in the little Indiana village. The building is brick, two stories high, with large rooms and several good-sized secret closets, and a basement difficult to find one's way out of. Then, too, the attic is so arranged that it would not be an easy matter for one not thoroughly familiar with the construction of the house to either enter or get out of. The house was built in 1828, five years before the organization of the Underground Railroad, but Coffin evidently had an idea of the purpose to which it would be put when he had it constructed. It is said that it was in this

house that Eliza Harris, of Uncle Tom's Cabin fame, was concealed and remained until she was entirely restored to health. Frederick Douglass was several times a visitor to the central station, but he like-



LEVI COFFIN'S HOME—CENTRAL STATION—
NEAR FOUNTAIN CITY, IND.

wise visited other stations and was slated as one of the general supervisors.

Perhaps next to John Brown, Seth Concklin, a Quaker of Philadelphia, was the most ardent worker in the cause of liberating slaves. Like Brown, too, he exercised exceeding bad judgment, going to Alabama, and spiriting away a negro woman and three children, making a successful escape with them to Vincennes, Ind., where he was arrested and was afterwards found dead, having been killed and placed in the water.

Another sentinel who fared badly was S. A. Smith, he having boxed up a negro boy, named Henry Brown, at Richmond, Va., and sent him by express to the headquarters in Philadelphia. The Richmond authorities gave Smith seven years in the state penitentiary. About the same time a negro, named Jack Christian, fell in with the underground agents and left his home in the family of ex-President Tyler. Christian had been one of the White House servants during Tyler's administration. Another negro, named William Jones, was shipped in a box from Baltimore to Philadelphia, and he came near losing his life, the box being delayed in shipment and the fugitive slave was three days without water or food. Careful nursing brought him around and then he went into the field to aid others.

Samuel Burritt, a colored general conductor, made a narrow escape at Louisville, Ky., while trying to help out some Blue Grass darkies in getting freedom. He



A "STATION" IN THE VIRGINIA VALLEY

managed to escape to Cincinnati, and from there went to Dover, Del., where he was caught red-handed in his work. After a trial he was convicted and sent to prison, and then advertised for sale. The officials were posted as to the general conductor's predicament and sent a trusty in the guise of a slave trader to buy him. In this they were successful, but the sum paid was far in excess of the value of "a likely negro."

Perhaps no man is better posted on the work of the Underground Railroad and its work in Maryland and Virginia than is Captain James Webster, who has been the chief of police of Alexandria, Va., for almost a half century. He says:

"I have a very distinct recollection of the work of the Underground Railroad, and especially as it relates to the old Chesapeake & Ohio Canal. From 1830 to 1860 our coal trade was heavy over the canal, it being brought here from Cumberland and then loaded on vessels for shipment to Northern ports. The Underground Railroad officials soon realized that this canal offered exceptional advantages for smuggling negroes North. These slaves were brought in from all points along the canal on the boats and then smuggled on the big vessels going North. So frequent did slaves disappear that, in 1844, the legislature passed an act providing that all vessels should be searched by officers appointed for the purpose before they left this port. A majority of the masters were abolitionists and we had considerable trouble with them. I can say,

too, that some of these abolitionists were abolitionists for revenue only. They smuggled away negroes and then sold them again. Virginia dealt severely with abolitionists. Some of them were nothing more than a lot of border rascals and didn't care a tinker's darn for the poor negro. These out-for-the-revenue abolitionists worked as a close corporation, and when a negro crossed the Potomac he did so with full directions as to where to stop; was told just where and how to find the stations along the line through Maryland and western Virginia and into Pennsylvania, where they would be safe. At the same time these border abolitionists had things arranged so that the negroes would be captured by their co-workers. The genuine abolitionists, the earnest, faithful workers, had a hard road to weed in steering clear of these imposters. However, they managed to land high and dry many a slave by the old canal route. We were so near the dead-line of freedom here that most of our slave holders were kept so constantly worried about their slaves that they were really glad when the emancipation proclamation was issued. It got to that point where it was more trouble and more expense to keep a negro safe than he or she was worth.

"The old Underground Railroad did a rushing business for many long years, and it was not an infrequent thing in the days before the war to hear people call the Chesapeake & Ohio Canal the Underground Railroad."

WIZARD CLIP.

HISTORIC "Wizard Clip," only a few miles from Kerneyville, on the main line of the Baltimore & Ohio Railroad, in Jefferson County, W. Va., has had another attack of ghosts and spooks and the queer and mysterious carryings are calculated to make shaky the strongest nerves of the natives.

This section of the beautiful Shenandoah has had its full quota of ghosts since the days of Generals Charles Lee, Horatio Gates, William Darke and Adam Stephen, all of whom lived in this immediate locality. Repeatedly it has been declared that the ghosts of these departed warriors have appeared in almost every imaginable form,

but that in late years they have behaved very becomingly. The last appearance of these "things" being a fox hunt by the eccentric Gen. Charles Lee.

But the ghosts have appeared this time as mysterious stone throwers and have kept in a state of fear and alarm the family of Mr. Hiram Swindley, one of the most reputable planters of this county. The gentleman lives in a two-story house between Wizard Clip and Summit Point, which is almost in the heart of the valley and fully ten miles from high hills or mountains. There are no near-by neighbors and Mr. Swindley and his family are on the best of terms with everyone in this section.

There is no cause to believe that anyone has a grievance against the Swindleys and have a desire to make life miserable for them.

Notwithstanding these pleasant relations the heretofore happy home of Mr. Swindley is anything but pleasant and comfortable now, for during several weeks the residence has been mysteriously stoned, smashing window panes and doing other damage. A stone struck Mrs. Swindley a few weeks ago and made a painful wound, but other members of the family have so far escaped. The heretofore contented and happy family now live in fear of having their house entirely destroyed, for every effort has been made to detect the source of annoyance and danger, but without avail. The neighbors and friends of Mr. Swindley have joined in the watch both day and night, but the stones continue to come at intervals in perfect showers. The mystery is added to by the fact that the house is in the open and there is no place where the stone throwers could conceal themselves. There being no mountains or hills within miles, it is certain that the stones cannot come from them. Another peculiar fact is that many of the stones which have been thrown on and in the house are not of the same flinty character as those in this section.

Many of the best people of the valley have visited the home of Mr. Swindley to witness the shower of stones and to aid him if possible in detecting from whence they come. If the annoyance continues it is safe to assert that a splendid country home will be offered for sale. Old people here say that they have never known of anything so bad as this, but they tell that "mother and father went through worse than this," when it was not safe for anyone to go to Smithfield, now known by this name as well as Clip and Middleway, letters coming to the office addressed to all three names. It is claimed that many years ago a man named Adam Livingston, a native of Pennsylvania, settled at Smithfield, buying a tract of 125 acres, and proceeded to make himself a comfortable home. One day a stranger appeared at the Livingston home and was taken in as a boarder until he could regain his health. The boarder, so the natives say, became very ill and asked that a priest be sent for, Mr. Livingston, who was strong in the Protestant faith, told the sick man that no Catholic priest could enter his house; that if it required the services

and presence of a priest to save him from a warmer climate, he was afraid he might as well make up his mind to land flat footed in that torrid zone. The dying man begged piteously but to no purpose, for the Pennsylvanian was steadfast, and the last breath of the faithful Catholic was a plea that a priest be sent for. A man, named Jacob Foster, sat up with the corpse, but found it impossible to keep a light in the room, the candles then called tallow dips flickering, flaring and dying out just so soon as they were lighted. The refusal of the candles to furnish light was the first sign of anything unusual, but this was accounted for by a supposition that salt had got in the tallow before the tallow dips were "run" (molded). Next day the stranger was buried in the country churchyard, and that night there were all kinds of queer doings in the Livingston home. Crockery and glassware fell from the cupboard and smashed on the floor; the old wooden churn danced the Virginia Reel over the floor; the bed clothes were torn and cut to frazzles; bridles, saddles and harness were cut and ripped; plow lines twisted and tied in a hundred knots; and many other just such things. The following night great stones rolled down the massive stone chimney and cavorted around the room. These manifestations continued, and Mr. Livingston had a "vision," in which he was told that he must see a man in robes and that this robed man would stop the strange proceedings. Without delay Mr. Livingston pulled out for Winchester and sought Rev. Alex. Bahmaine, an Episcopal minister. Rev. Bahmaine convinced the thoroughly frightened man that he was not the robed individual he had seen in his vision and that he was not in the business of removing "spells," ghosts, and things of like nature. Then Mr. Livingston hurried to Shepherds-town and saw Father Cahill, the Catholic priest who was in that missionary field. Father Cahill, so the story goes, went to the home of Mr. Livingston and stopped the ghostly programme for awhile. When everything was moving along in a quiet manner Mr. Livingston believed he was on safe ground and began a tirade against the Catholics, abusing the dead and the living. Then his troubles returned tenfold in even worse form than before he had seen the priest, and he was finally compelled to vacate the house. The farm is now known as "Priestfield."

CAVES OF REFUGE.

SOME UNIQUE REMINDERS OF WAR TIMES IN MISSISSIPPI.

AFTER a campaign of six months duration and nearly two months vigorous siege, the confederate batteries of Vicksburg, Miss., which had attempted to rob a nation of the most majestic river on the globe, fell, and the Mississippi was thrown open for the unrestricted commerce of the United States from Cairo to the Gulf, on the fourth day of July, 1863.

The total loss of General Grant's army during the campaign has been placed at about 9,000, while the confederates lost 37,000 prisoners, including fifteen general officers; more than 10,000 men were killed;

these with us as mementoes of the scrap, but, by jingo, after all these years, Uncle Sam—and I'm on good terms with him now—has come along and swiped up the last remaining cave and it is included in the National Park. Right glad I am, too, for I feel that it will never be entirely destroyed so long as it has 'Government protection.'

"Naturally, we old fellows who 'fit, bled and died for the Lost Cause' have a tender place in our hearts for these things, but one by one we have seen them done away with by the onward march of progress and improvement of our thriving city. As the city built and extended, these caves and hiding places disappeared, as did the fortifications and entrenchments, and now our neighbor and friend—the once hated Yankee—can have pointed out to him this one large cave as the home of families who took refuge in its dark caverns during the days they were throwing shot and shell into us. It was here that a young daughter insisted that her piano should be brought, and it was, serving as a bed at night and a table at meal time. On this same old piano a child was born and another winged its flight to another world. But, my! my! what tales of history, romance, self-sacrifice, pleasure, pain—everything—these walls of the old cave could tell if they could only talk. In this underground home there have been few changes made since the sad days of '63. It's owner, Mr. Lewis, has seen that it was cared for and has steadfastly refused to let it go into other hands until it was determined to include it in the National Park. The old cannon balls and shells which were placed at its entrance many years ago have remained undisturbed, even relic hunters not daring to cart them away. The passage way to the main cave is about 3 feet wide and 12 feet long, but after getting into the main room, about 12 x 16 feet, you can easily see how easy it was to live in this underground home. A gentleman now living in Vicksburg has a number of articles of furniture and cooking utensils which were used in the cave in those days, and among them is a pair of candle molds which were used for making the 'tallow dips' for lighting the place. Of course it was



A CAVE OF REFUGE.

and arms and munitions of war for an army of 60,000 men, together with public property consisting of railroads, locomotives, cars, steamboats, cotton, etc., fell into the hands of the victors.

"My friend, the enemy simply had us by the seat of the 'britches,'" said an old confederate at Vicksburg. "They gave us a hard fight, but at the same time we kept them down to their knitting for six long months, and if we had'n't run so devilish shy on grub we might have been fighting yet. But, as I say, they wiped us out, and about all that we had left was these cellars and caves around here, where the timid fellows, old men, women and children took refuge during the siege. The boys left

necessary to do most of the cooking outside of the cave, as there was no outlet for the smoke except the entrance or passage way. But, neighbor, cooking didn't worry our good wives and daughters and slaves much in those days. The question was getting something to cook. Why I have lived a week on a quart of goobers and a little corn bread and molasses. We made our coffee out of parched wheat, oats and sweet potatoes, and used 'long sweetning' -molasses. Let me tell you the truth, neighbor, I believe that lots of our women folks

and children would have starved had it not been for the faithful slaves who would go out 'foraging' for them. A negro would steal anytime before he would see his 'white folks' suffer for something to eat. Yes, sir, stronger love and devotion was never shown than that of the negro for his white folks, and, by gad, sir, it makes my blood boil even now when I hear of an old-time negro being fined or sent to prison for stealing, because they learned the habit during the war stealing for our women folks, sir."

THE SHIFTING OF LANDMARKS AT WASHINGTON, D. C.

"While memory holds a seat
In this distracted globe, Remember thee?
Yea, from the table of my memory
I'll wipe away all trivial fond records,"

—SHAKESPEARE.

HAD the good William sojourned around Washington about the present time, especially while the work on the new Union Station is in progress, he would have had a practical experience in the art of "wiping out records" had he chosen to investigate from the "records" the last resting places of some of the men who aided in making this the most beautiful city in the world.

L'Enfant's grave was not difficult to find, but this from the fact that the body of this truly great genius was placed in the garden of a substantial family near Hyattsville, on the Baltimore & Ohio, where it has remained all these years undisturbed by the march of city expansion; but had the land been utilized as a sub-division the chances are that the remains would have been carted off to some other point for re-interment and no "record" kept, as was the case in the removal of the remains of David Burnes, his wife and son. Perhaps not ten people in the district to-day can tell where these graves are or from what place and when the remains were removed. If "records" were to be depended upon to furnish the information it would never be known.

"Obstinate Old Davy," as General Washington was pleased to call the eccentric old Scotchman because he did not wish to give up his immense land holdings as a site for the Federal city, died possessed of

little or no wealth, having "gone through" with the large sums paid him for his lands. He lived and died in the little cottage on the Potomac, immediately adjoining the splendid mansion built by his son-in-law, Gen. John P. Van Ness, who married the beautiful daughter Marcia. Writers claim that David Burnes tarried long at the wine cup and kept in a mellowed condition under frequent libations of good Scotch whiskey; that he spent the major portion of his time at Suter's Tavern in Georgetown and in the public houses of Alexandria—then Bell-haven. Although he was crusty and at times disagreeable, the "Burnes Mansion," as his home was called, was visited by many of the leading men of the day—Washington, Jefferson, Lee, Hamilton, the Carrolls, the Duddingtons, Aaron Burr and others. It has been stated, too, that David Burnes entertained Tom Moore in 1804, during his visit to this country, and when he took occasion to say and write so many unpleasant things about us. If the old Scotchman did entertain the poet at that time he must have come back in ghost or spirit form, for the old man had gone to his last sleep on the 8th of May, 1800, four years prior to Moore's visit. Patient and persistent investigation authorizes the assertion that David Burnes was first interred in the Pierce Graveyard, now Lafayette square, or in another burying ground located near the corner of H and Eleventh streets, and

upon which General Van Ness had erected a costly marble mausoleum and which was removed to Oak Hill Cemetery in the 70's. David Burnes' lands included both these graveyards, and it is pretty certain that his son John, who died in 1792, was buried in the H street site, and it is reasonable to suppose that the father was buried there. When the mausoleum was removed to Oak Hill cemetery and the bodies removed, Mr. and Mrs. Burnes were given as being among the number, but that these two bodies were not reinterred in Oak Hill is certain, for the next authentic account of the remains or graves of Mr. Burnes, Mrs. Burnes and the son John, is the discovery of graves in the dense forest of the tract

known as Brook's Station on the Metropolitan Branch of the Baltimore & Ohio Railroad, and which is now the beautiful little suburban city of Brookland. When the syndicate bought that section in the 80's and large forces of men were set to work making streets around, through and over the crumbling ramparts of old Fort Bunker Hill, three graves were discovered under a cluster of tall pines in the most lonesome part of the forest, and at what is now the corner of Lansing and Twelfth streets. There were no other graves save these three, and these were in a most deplorable condition, the place having been a hang-out for the soldiers when encamped at the fort.

BY THE GREAT BROWN BUDDHA.

BY CHARLES DUNNIS, INDIANAPOLIS.

Ho, yellow men of China!
Ho, neighbors of Korea!
The brown men of the Sunrise
Are come to set you free!
We come with Christian cannon,
With Christian ships of steel;
But, by the Great Brown Buddha,
The Russ our rage shall feel!

In days of old, O China,
You built a long, gray wall
To check the cruel Tartar,
His ravage to forestall!
Now comes the later Tartar,
The Russ so fierce and strong;
But, by the Great Brown Buddha,
He shall not tarry long!

He comes with priest-blessed banner,
With icon sanctified,
With savage oath sworn on the cross
Of Jesus crucified,
Yet what are these to heroes,
Heirs of the Samurai?
Yes, by the Great Brown Buddha,
The Russ shall surely die!

Rouse from your stupid slumber!
Arise, quit ye like men!
Get ships and guns and powder,
Make use of Christian ken;
Buy Christian men to teach you
To sail, to shoot, to drill;
Then, by the Great Brown Buddha,
The more blood shall you spill!

Hark, hark, the Sunrise bugle!
The Orient's reveille;
Awake, awake, O China!
Awake, awake, Korea!
Our bugle notes are Christian,
They call to heathen war;
And, by the Great Brown Buddha,
The echo shall go far!

The brown flag waves above us
Its glowing disc of red;
It waves for home and country,
For these our blood we shed;
We march in formal columns
As Christian soldiers do—
But, to the Great Brown Buddha,
We yet are staunch and true.

THE PLEASURE OF THE KING, BUT NOT THE PLEASURE OF THE FREEMEN OF MARYLAND.

WHEN TOBACCO WAS THE "COIN OF THE REALM."

BY ELLIS S. BULLY, ANNAPOLIS, MARYLAND.

IN the year 1688, tobacco, as it had been for many years previous and which it remained for many more afterward, was the standard of values in the Province of Maryland. As its worth in pence and pounds sterling raised or lowered, in the same ratio prosperity or adversity prevailed in the province.

Great was the effort of the early Marylanders to introduce coins into the country, and over and over again the General Assembly passed acts to encourage the importation of coins into the province. Lord Baltimore, too, added his aid to the general movement by establishing a mint to coin money, and some of his coinage remains to this day; but the English government closed the mint on the ground that it was a prerogative of the King to regulate the coinage.

A table printed amongst the laws of 1692 gives the value of tobacco in Maryland as measured by the standard money of the realm. Tobacco was worth, on an average, a pence a pound, and this table of fees to the Chancellor of Maryland shows that he was entitled, for the sealing of an original writ, to 6 pounds of tobacco; for a *subpoena ad respondendum* with three names to it, 15 pounds of tobacco; for a seal in a decree in chancery, to 180 pounds of tobacco, or if paid in money, to 2 pounds. The judge in testamentary causes was allowed for every letter of administration or letters testamentary, 100 pounds of tobacco. The Secretary of the Province, in attesting a paper as a notary public, if the paper be under seal—"if the same exceed one side pro rata at 15 lines and 7 words" 50 pounds of tobacco. The Crier of the Provincial Court for swearing a jury received 114 pounds of tobacco; for the same duty the Crier of the County Court received 72 pounds of tobacco.

What tobacco would buy is disclosed by the proceedings of the General Assembly of 1696. Col. Henry Ridgely was allowed 600 pounds of tobacco for 15 bushels of corn. A bushel of corn was then worth 40 pence—3 shillings 4 pence. Fifteen pounds

of tobacco was the hire of a boatman for a day's assistance at the ferrage of persons. One of the delegates to the Legislature, Major James Smallwood, for eighteen days' attendance and his "itinerant charges coming and going four days" was allowed 80 pounds tobacco per day. William Layton, for carrying an express over the bay, was allowed 300 pounds of tobacco. John Oulton, commander of the Rangers, for seven months' service, was voted 5,600 pounds of tobacco. Captain William Holland, Sheriff of Anne Arundel County, was given for the imprisonment of James Welch and his execution, 2,040 pounds of tobacco.

The current value of tobacco, in the purchase of goods, is found by the amount allowed Col. Henry Ridgely in another bill. He was given 180 pounds of tobacco for a horse; for four falling axes and a grubbing hoe, 150 pounds of tobacco; for 200 pounds of pork, 400 pounds of tobacco. That would rate pork at 2 pence a pound. Horses differed in prices in those days as well as now. On the same page where Col. Henry Ridgely's bill for his horse appears, it is recorded that the House allowed Samuel Howard 1,400 pounds of tobacco for a cart horse. A pair of cart wheels and the body of a cart cost 1,000 pounds of tobacco. When paid for in coin, it is recorded that 2,400 pounds of pork cost 208 pence per hundred or 24 pounds 12 shillings sterling, in the whole amount.

Tobacco was even the criterion by which a man's worth to the community was determined. At the September session, 1696, of the General Assembly of Maryland, the Upper House made a vigorous effort to have John Coode, a member elect from St. Mary's, denied the right to sit in the Lower House on the legal reason that he had been once in holy orders, and, therefore, in accordance with the law of England, debarred from sitting in the legislative body of the Province of Maryland. The real reason, underneath the official one, was Coode's constant and bitter, if not seditious, attacks upon the government of the

colony. During the discussion between the two Houses on the subject, the Lower resisting this encroachment upon their privilege of determining the election and qualification of members, the Upper House said in one of its messages, in speaking of Coode:

"It is lastly left to the Consideration of the House, his Factionous Spirit in all Manner of Business, and whether he had not, at this present (Session) cost the County more Tobacco, than, Perhaps, he is worth, or will ever do them good."

Thus it was that tobacco touched, was, in verity, putting the hand upon the purse of the province. In Maryland, in 1688, as obtains now, "if you want to find a man's opinion you must put your hand upon his pocketbook." So it was when that remarkable President of the Maryland Council, William Joseph, in a wonderful opening speech to the General Assembly, on November 14, 1688, told to the Delegates of the Freemen of Maryland:

"Kings, Gentlemen, are the Lord's Anointed and are by God appointed over us to Rule, and (next under God) the King we are bound to fear and honor, for that it is said, 'fear thou the Lord and the King,' and again, 'fear God and honor the King,' for that a Divine Sentence is in the Lips of the King, and 'the King by Judgment Establisheth the Land, and his mouth Transgresseth not in Judgment,' and the King's Commandments We are by the Laws of God bound to keep, for that it is said, 'keep the King's Commandment' and that in regard of the Oath of God, 'for whose keepth the Commandment of the King shall feel no evil thing.' The King in Council, bearing Date the fourth Day of November, 1687, hath required of Us that We with Virginia, pass an Act prohibiting Bulk Tobacco to be Exported out of this Province, &c. This Order (Gentlemen), should have been here Sooner, but by some neglect or other of the Clerks in England it came not to my Lord's hands in time, so as to have been sent by the last year's shipping, *But sooner or later the King is and ought to be Obeyed.* Some, perhaps, will presume to question the Advantage or Disadvantage that may arise by passing of such an Act, which is indeed unbecoming. Subjects to call in Question the proceedings of the King, as if the Good and Evil which thereby might or could arise were not fully and duly Considered of in England by the King's most honorable

Council, from whom and by whose Advice that Order did proceed; but such is the Leaven of Some, as always to treat with dislike the best of things even proceeding from Governments, and that for no other reason but because it Came from the King."

To this pronouncement of the President of the Council of Maryland—an office in quality and dignity equal to the Governorship—on the 28th of the same month in which it was delivered, the Lower House replied:

"This House, in answer to the same, with all Loyalty to the King's most Excellent Majesty, Duty to his Lordship the Lord Proprietary, respects and due Regard to his Majesty's Subjects here and elsewhere in his Majesties Dominions, Do say that the Prohibition of the Exportation of Bulk Tobacco would, in the first place, prove very Prejudiciall to his Majesty's Interest and Royall Revenue and Income, if that (most part if not all) the Bulk Tobacco that is Exported out of Virginia and Maryland for the Kingdom of England, is there sold and Consequently pays the full Duty of five pence a pound to his Majesty: Whereas, otherwise, if in Cask a great part of the said Tobacco is usually Exported into Holland and Elsewhere and pays but one-half penny per pound Custom. That the Tobacco of that Quality, which is more fitt for Bulk and altogether unfitt for Cask, to be therein Exported again out of England, would by that Meanes be Lessened in that a great if not most part of the same would be left behind in this Countrey and his Majesty by that means prevented of having any Duty att all for the Same.

"2d. To Prohibit the Exportation of Bulk Tobacco is highly Disadvantagious and Prejudiciall to his Lordship, the Lord Proprietary of this Province, for that, since the said prohibition will Occasion a farr lesser Quantity of Tobacco to be Exported as aforesaid, his Lordship, will, by that means, be a great loss, not only in the Revenue of 2 Shill. per hhd. due by Act of Assembly, but also in the Imposition of 14d pr Ton due as aforesaid.

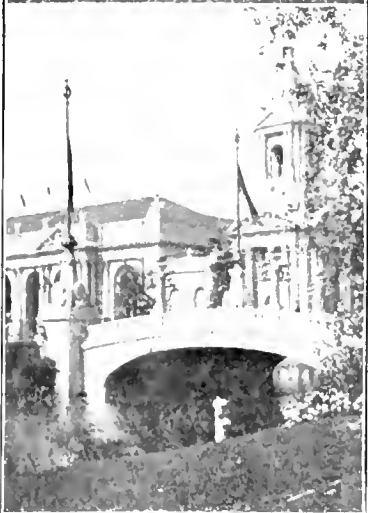
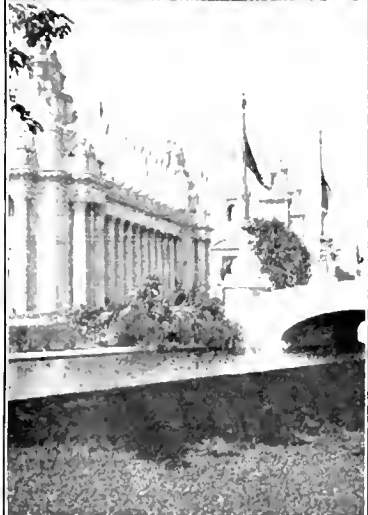
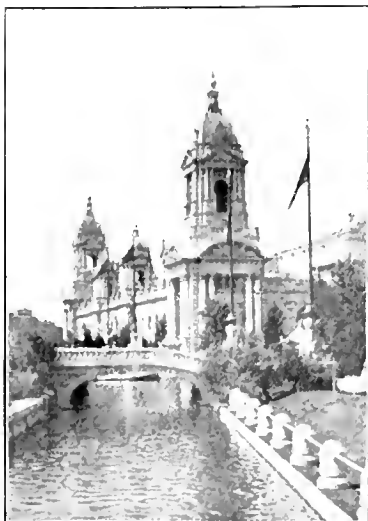
"3dly. To Prohibit the Exportation of Bulk Tobacco is Injurious and Ruinous to his Majesty's Subjects in this Province, in Virginia and in his Majesties more Immediate Dominions at home: In this Province it would hinder and Deprive the good People of the Sale of all their Tobacco Except such as is Extraordinary Bright & Dry

Tobacco, fitt for the London Merchants who buy it with intent to Transport the Same for Holland, and break off the Trade of those Small Ships that come from the West and North Countrys, who bring in great Quantitys of Severall Serviceable Goods & Supply this Province therewith, And not only so, but, with those Goods at better prices, Purchase their Dark Tobacco which is that, that's Generally Bulkt, And is such that the Londoners will not buy nor carry out, And so all that Tobacco which is not very bright and dry, of which the greatest part Consist, would lye and rott upon the Owner's hands, and they thereby perish for want of such of those Goods these small West and North Country Ships bring.

"And it would be prejudiciall to his Majesties Subjects of those West and North parts of England by breaking off their Trade to those places whereby their Ships and Men are Employed, their Commodities Vended and themselves Supplied plentifully with Tobaccos: -all of which would certainly follow such a Prohibition.

"The Premisses being had into due Consideration of this house, *it is Nemine Contradicente, Resolved* in this house that such a Prohibition would tend very much to the prejudice of his Majesty and his Lordship and Injurious to the good people of this Province, who they Represent for the reasons aforesaid, AND, THEREFORE, THIS HOUSE CANNOT PROCEED TO DRAWING THE SAME."





A Page of Sullivan.

GRAVE AND GAY SELECTIONS.

My Heart Craves You.

How short the time seems, dear, since fate sent
you

To walk with me that road, one autumn day,
That winds around the trees its zig-zag way
Down to the water's edge, from where the view
Of mountain peaks that cleaved soft clouds of
blue,

And dainty islands sheltered in a bay,
Fringed all about with trees in verdure gay,
Combined to make a bower where we two
Lived in a dream. Yet when I now review

Those years, all that I see is one array
Of happiness, and ere I cast the new,

Dead present from me, all is whisked away.
Oh, God! There's naught but what I'd dare
and do,

To bring the past, and you, dear, back to-day.

Too Much for Him.

He danced one night with a Boston girl,
Next day he felt quite ill;
He came, you see, from the sunny South,
And he couldn't stand the chill.

Too Costly.

She danced her way down to the footlight's glare,
Then back again she flitted to the wings,
Just like a sprite to whom one's fancy clings.

In rhapsodies delightful I sat there,
For with her there was not one to compare,

And as she moved with graceful circlings,
She danced into my heart. Glad welcomings,
Had I for her. That night on viands rare,
And wines devoid of fault, the merest speck,

We dined and supped. Ye gods! her appetite
Appalled me; when I paid that dinner check
She smiled, and quickly added then, "Good
night."

So I walked home financially a wreck,
To never more play host for such a sprite.

Fortune's Favorite.

Higher, ever higher, on life's ladder make your
way,

While lower, ever lower, fades the bottom
ring;

In the hearts of multitudes your image holds full
sway,

Prairs of sweet praises glorifying you are sung.

James T. Sullivan, Boston.

WHEN WE WATCHED THE TRAINS GO BY.

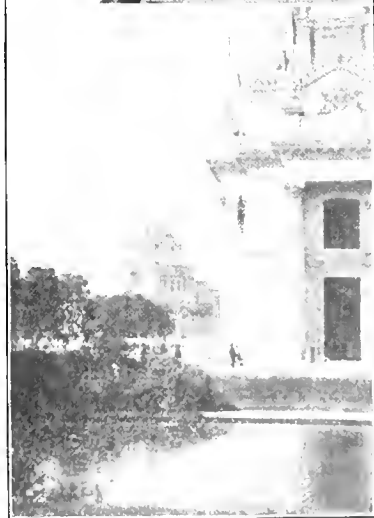
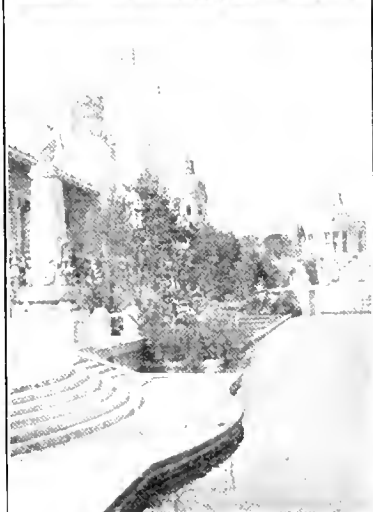
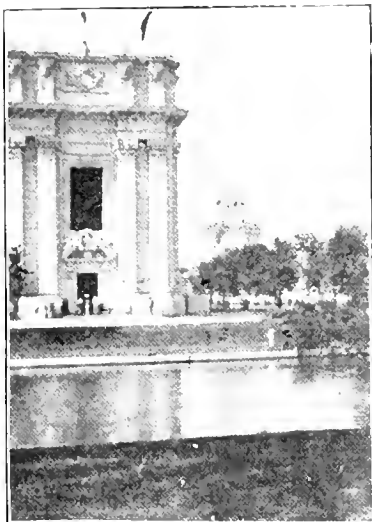
BY S. L. KISLIG, CHICAGO.

You have won some people's envy;
servants hear you and obey;
In your private car you travel like an
emperor to-day;
You are one of those empowered with
the right to shape affairs;
You have riches, you have honor and a
thousand weighty cares,
And I wonder if you ever recollect how
you and I
Used to hurry to the depot to behold
the trains go by?

Do you ever in the moments when you
chance to be alone,
Think of those exciting moments ere
our happy youth had flown,
When we stood upon the platform, when
your name was simply "Jack,"
And with eagerness we listened for the
whistle down the track?
Do you ever have such visions any more
as came to you
When we stood there with the others as
the train went rushing through?

I remember that your hero was the
grimy engineer;
How I longed to be the brakeman,
standing fearless at the rear;
How we waved our hats and shouted at
the people rushing past,
And what laughter there was wasted as
we turned away, at last.
There were pranks and there was joking,
there was much love-making, too,
As we turned home in the gloaming
when the train had hurried through.

You have gained a proud position, it is
long since you've been there
Where we gathered at the depot, still
too young to think of care;
But the little village nestles 'mid the
trees upon the hill,
And the happy lads and maidens hurry
to the station still.
Oh, I wonder if you ever, since you're
masterful and high,
Know such joy as we were given when
we watched the trains go by?



IN THE ALLEGHENIES.

BY ELLIS S. JILEY, ANNAPOLIS, MARYLAND.

ONE afternoon last August, when nearing Keyser, in West Virginia, on No. 55 of the Baltimore & Ohio, an acquaintance on the way to the St. Louis Exposition, asked the writer:

"Where are you going?"

"I am going," the writer replied, "to the Bramin's Heaven on Earth—a place where I know nobody and nobody knows me."

This restful spot, for my summer vacation, I found, when three hours later, I reached an old time road-side inn, situated along the Northwestern Pike, on the initial rise of the first slope of the Allegheny Mountains. Brought here to a place I had never seen before, by inquiries made, by mail, to the obliging and capable postmaster at New Creek, in Mineral County, West Virginia, I had viewed every yard of the nine miles of road and landscape that had to be traversed and seen before reaching my headquarters, with that profound enjoyment felt in beholding new and magnificent scenery. On every side of the singing brook, that runs through New Creek Valley, lofty and sublime mountains rose; and creek and mountains kept us company to the end of our ride, which brought us amongst the Alleghenies.

The Northwestern Pike, at this point, in a wonderfully scientific grade, for five miles, winds in and out amongst the deep gorges and rocky ridges of the mountains before it reaches their summit and begins the down grade westward. There may be a peer to this piece of mountain road in grade and equipment, but the writer, with no little experience, has never seen it.

This rural hostelry has a delightfully suggestive title for the summer tourist seeking the higher altitudes. "The Mountain Breeze Hotel." It was not a sounding brass and a tinkling symbol, but a title to which it had a real and equitable right. The hotel stands with hills surrounded. On the south and east rise the lofty heights of the New Creek Mountains; on the north and west the Alleghenies bend in a magnificent fullness of unique contours and splendid heights. Between the two mountain ranges lies New Creek Valley—a vale of beautiful fields and cheery prosperity. Hard by the inn, the two ranges come

down on either side of the noisy little stream that gives name to this valley that nestles between the eternal granite.

The hostelry retains all the quaintness and quietude of the ancient colonial inn. The farm life, of which it is part, moves serenely on without let or hindrance from the hotel; the passing traveler arrives and departs, the summer tourist passes this way to enjoy a trip through the mountains, and the regular boarders receive their due share of attention while the latest swarm from the flourishing apiary is hived, the potatoes unearthed and the oats threshed. Amidst the exacting duties of the farm and inn, the landlord finds hospitable time to plan and make excursions with rod or by horse to entertain his guest.

The guests obtain, at a well supplied table, both brawn and zest to climb the rocky ridge at the creek where "the shaking rock" lifts its granite head, and to bend his way to the towering "Pinnacle."

The calm and peacefulness that mark the long, beautiful summer days, modified by the mountain breeze, is at eve followed by the inexpressibly delightful repose and serenity of night—whose quietude is almost holy in its profoundness. At nine the tired farmer and landlord retires to rest. His seven children are hours ago abed. Till five the next morning scarce a sound is heard to disturb the rest, in a silence that would be painful were it not blissful. Not many days had elapsed after my arrival in New Creek Valley before the staid residents had discovered that they had a visitor, who while he would not climb to the top of the shaking rock and mount it like a charging steed and make it quiver over a rocky chasm of nigh a hundred feet, as is the custom here, yet was one who loved to ascend the lofty domes of the surrounding mountains. So they said to the sojourner:

"You should go to the Pinnacle."

The suggestion was followed by more than one offer of pilotage—they were offers that did not materialize in time to please the visitor's limited stay, so he undertook the ascent aided by the uncertain descriptions of road and trail, that could be gathered from those who had never been to the towering pile itself.

But the attempt was made. The meagre

directions were "to go up the hollow above Boseley's house to the Ashby road; then through the old field with the burnt house in it; then to the ridge; up the ridge to the top of the mountain, thence by the trail to the Pinnacle."

All were found except the trail on the mountains. A climb up the pathless steep, through weeds, briars and bushes, head high; over rocks and fallen trees, that while they wearied arms and lower limbs, alike, gave always disagreeable suggestion of the rattlesnake lurking beneath and ready to strike with its deadly fangs. Ambition had well-nigh sunk to repentance over the venture, when the crest of the mountain came in view. On its top was the disagreeable jack-oak, knitted and knotted together in so strong a web, that locomotion was made both painful and laborious. It was battle royal at each step. There was neither road, path, nor trail in view and the lofty Pinnacle a mile away. Bordering the inner rim of the rocks that formed a fortress of granite on the crest, were a few feet of earth. A dozen varieties of the most beautiful mountain flowers sparkled in the sun-light, and rimmed the whole crest around as though it had been a garden planted by the hand of man. They seemed things of life, happy to have one human being to see them arrayed in all their glory.

To reach the Pinnacle, was to climb the pathless rocks and trackless thickets of briar and bush. Only the feet and hands that have tried a half-hour and more of such work knows the work in it, that, to be undertaken, ought to be a labor of love. On the crest no trail appeared, with the Pinnacle a half-mile still farther northward, but now every step was a delight, for although the rocks were high and hard to climb, yet their beauty, their vastness, the ever-changing scene, made more than ample return for all that had been expended in pain and labor. The day was beautiful, the rocks grand in spectacle and suggestion, and success was now within reach.

It was now near high noon, and thirst began to assert itself vigorously; but in the many pockets cut by nature in the solid rock, was clear, limpid water, cool and delicious. Even on the very Pinnacle itself, next to the top-most rock, was a pocket that held several gallons of water.

When I had descended from the Pinnacle, and had learned that I had come to its top by the rear-stairway, and the right trail was on the side opposite from my climb, on the road between Keyser and Piedmont, that gave a fair path to the top, of only a half-mile from the public road, I understood why the way was so rough and the impossible became the possible. I had traveled five miles afoot to the summit.



Mounting the topmost boulder of the rocky pile that creates the Pinnacle, labor, pain and bruises are forgotten in the sublime amphitheatre that outspreads to the delighted vision. To the southeast lay New Creek, Knobly, Patterson Creek, Mud Run, Mill Creek, South Branch, and the Shenandoah and Blue Ridge Mountains; to the northeast rise the Backbone Mountains of the Allegheny system—Savage and Dan's Mountain; and northward and westward, the Alleghenies rim the broad arena until mountain and sky meet. The vast vista, before the vision, includes an area of mountain and plain eighty miles in diameter.

The still of the lofty mountain height crowns the adventure with the charm of the sanctuary. In the presence of the splendid altitude and vast solitude there is inspiration to the soul, infusion of vigor to the mind, and recuperation to the body. The sublime hush is broken only by the buzzing of the flies and the faint swish of the wings of butterflies as they chase each other in the golden hours of their happy existence.

The ridge on which the Pinnacle is located is magnificent in its granite roof, that, with many a modillion and cornice piece stretches away in miles of beautiful grotesqueness. Three miles from the Pinnacle rises Betty's Rock that disputes with the Pinnacle its march to the clouds.

Between the grand array of mountain ranges, valleys, farms, hamlets, towns and cities lie, Oakland, Cumberland, Keyser and Piedmont; and Elk Garden nettles between, or at the foot of the long ranges, that fill the periphery of landscape from the capstone of the Pinnacle.

The Pinnacle, taking the current data of the neighborhood, rises 2,000 feet above the plain on which it is situated. The inscriptions in the rocks bear witness of its many visitors. The summit is a deluge of rocks, furrowed and battle-scarred by many a fierce conflict with time and tempest.

This summit attracts many visitors, and several years ago, for three Fourths of July in succession, a Dunkard preacher, from the Pinnacle as his pulpit, preached a patriotic sermon to a hundred auditors who gathered to hear the address. The Stars and Stripes floated from a staff planted above and between the highest rocks. These pilgrims came up the popular trail and not by the rear-stairway passage.

Eight hours were consumed, with the rests between, in making the ascent and descent. The pains and penalties of the adventure are over, but the angel-guard of memory will ever cherish with delightful sensations the recollection of pleasant hours spent upon one of those sublime domes on earth where God and His august presence seem divinely near in the wonders of His creation.



APPRECIATION.

The management of the Baltimore & Ohio Railroad Company has at all times desired the highest standard of efficiency among its officers, agents and employees, particularly impressing upon them the importance of politeness and courtesy to patrons.

To effect this high standard, the co-operation of the traveling public is necessary. Acknowledged appreciation now and then when the occasion justifies, will greatly encourage the railroad company and assist towards the consummation of their desire to please.

It is, therefore, a great pleasure to print the following letters, which fully explain themselves:

MR. D. B. MARLIN
Manager Passenger Traffic
BALTIMORE, Md.

SACRAMENTO, CAL., September 15, 1904.

DEAR SIR:

The Baltimore & Ohio Special, which bore the Sir Knights of Maryland and the District of Columbia with their ladies and their friends to San Francisco to attend the Twenty-ninth Triennial Conclave of the Grand Encampment, Knights Templar, of the United States is now on its way homeward after nearly a week's travel through Southern California, and scenes that have charmed and greatly interested our party and in accordance with the excellent itinerary prepared for our pilgrimage and as at this point the routes diverge and some of the Sir Knights and their ladies will continue their journey eastward apart from the main body, the members of the Joint Committee representing the Grand Commanderies of Maryland and the District of Columbia in the making of the arrangements for the tour speaking for every Sir Knight and lady on the train, desire to thank you for the good fortune we have enjoyed in having assigned to our special as the representative of your company, its Pacific Coast Agent, Mr. Peter Harvey, who joined us at Salt Lake City on the way out and who is to continue with us on our return as far as Ogden. In season and out of season since he came on board the train he has been constant in his efforts to add to the comfort of every passenger, carefully looking after all connections so that the schedule laid down might be observed and seeing that the side trips were carried out as planned. He seems also to have anticipated the wants of every member of the party. Though the target of every inquiry concerning the variety of subjects pertaining to the arrangements for the trip, his never failing patience, politeness, and anxiety only to please the patrons of your company have endeared him to the hearts of all our people and we doubt if a more competent of painstaking official could have been selected to perform the duties that have devolved upon him.

This tribute of respect for the recognition of the service performed by Mr. Harvey is prompted solely by our admiration of his skill in his chosen calling and by our desire that a knowledge of this feeling on our part may be communicated to you, knowing that we cannot speak too highly of him as a man and as the faithful representative of the best interests of your company.

Very respectfully

(Signed) CHARLES CLARK
F. W. KRON

Representing the Grand Commandery of Maryland

(Signed) HARRISON DINGMAN
GEO. H. WALKER
FRANK H. THOMAS

Representing the Grand Commandery of the District of Columbia

The special train bearing the Knights Templar of Maryland and the District of Columbia, on their return from the Twenty ninth Triennial Conclave of the Grand Encampment which recently convened in the City of San Francisco, Cal., is now approaching the City of Ogden and we are thereby reminded that we will there part with Mr. Harvey, the special representative of the Baltimore & Ohio Railroad in the West. Mr. Harvey joined us at Ogden, when we were westward bound and from that hour until the present moment he has been unflinching in his efforts to make our journey and our stay in the West as safe and as pleasant as possible. He has by his constant forethought and energy, secured for us many privileges and pleasures which we would not have enjoyed and much of the success and pleasure of the trip has been due to him.

Gratefully appreciating all this, we take this means of expressing to him our gratitude, of assuring him of our best wishes, and expressing the hope that his success in his chosen profession may ever be as great as his efforts on our part have been.

Very respectfully,

The undersigned occupants of Pullman Car "Abouker."

MISS KATE COOPER	CLARKES, W. KAY	MISS ADELA HAYS
MRS. JOS. E. COOK	HOWARD DAVIS	MRS. J. BAUERSCHMIDT
MRS. HARRY WEAVER	JOHN BAUERSCHMIDT	MRS. CARRIE R. KAY
MRS. WEAVER	HARRY WEAVER	MRS. GEORGIA GOFELKE
MRS. CHARLES BILLINGSLY	CHARLES S. DELL	MRS. HOWARD DAVIS
VIRGINIA MARIE BAILEY	GEO. P. BURGESS	MRS. CHARLES S. DELL
MISS STROTT	CHAS. P. BURGESS	MRS. MARGARET E. BURGESS
	MISS ANNA B. HERTLEIN	MISS ELEANOR SUTZER
	MISS SARAH BAUERSCHMIDT	MISS ALICE C. DOWNE
	MISS LIZZIE BAUERSCHMIDT	MISS EUGENE MEISSERWORTH

J. REGESTER'S SONS COMPANY

BALTIMORE BELL AND BRASS WORKS

Holiday and Saratoga Streets.

BALTIMORE.

MR. DAVID B. MARLES

BALTIMORE, MD., September 16, 1904.

Manager Passenger Traffic, B & O R. R. Co.,

BALTIMORE, MD.

DEAR SIR:

By request of the Knights Templar traveling in the Pullman car "Harve" on their pilgrimage from Baltimore to San Francisco, Cal., I herewith enclose you a copy of a set of resolutions given Mr. Peter Harvey, your general Passenger Agent, just before leaving him at Ogden.

Trusting we may have the pleasure of meeting once more in the near future, your efficient and genial manager Mr. Harvey, I remain,

Courteously yours,

CHARLES CLARK,

Past Grand Commander

MR. PETER HARVEY,

BALTIMORE, MD., September 16, 1904.

SAN FRANCISCO, CAL.

DEAR SIR:

The occupants of the "Harve," one of the Pullman Sleepers conveying the Maryland and District of Columbia Delegation of Knights Templar to the Twenty ninth Triennial Conclave, held in San Francisco, having learned, with deep regret, that Mr. Peter Harvey will leave us on our arrival at Ogden, take this means of expressing to him our realization of his thorough and efficient management of our trip since he assumed control and also our appreciation of his uniformly polite and courteous attention to the comfort and pleasure of the undersigned, both individually and collectively.

CHARLES CLARK	L. D. GASSAWAY
O. D. GILBERT	J. H. HOLZSHU
E. L. HANNA	DR. BOSE, E. PHILLIPS
ROBT. D. GILCHR	DR. A. D. MC CONACHIE
H. H. FOSTER	LEWIS EUGENE
CAPT. J. H. HARR	



Stub Ends of Thought

By ARTHUR G. LEWIS.



WHEN love is permanent and pure, it knows no age, yet gracefully grows old beneath the lover's eyes, that dim with years, see not the silver among the strands of gold.

No man should be permitted to practice religion without a license of belief, certified to before the example of his life.

SCIENCE is built upon a foundation of reason, and every day ordinary facts of the present.

THE mind fever of to-morrow's ambition often consumes the happiness of to-day's contentment.

LET us endeavor to live to-day before the theatre of our lives, so that those within the audience would applaud our efforts, should the curtain fall to-morrow.

How small the abilities of others appear, in the mirror of our own ignorance.

A MAN who trifles with a woman's affection, is everything but a woman in sex, and a burlesque upon that.

CHARITY is only clearly defined by adding generosity and self-sacrifice together in two equal parts, combined with a flavor of concealment and a touch of mercy.

MERIT in all things, keep the corners of business free from the cobwebs of forgetfulness.

THE most substantial wealth, is the possession of knowledge and experience, which many may borrow, but none can destroy.

THE absolute monarchy of an erroneous custom, lives as an insult to the thinking world.

WHEN the night is long and sleepless, the wakefulness of doubt, often suggests the sweet illusion of a dreamless faith.

IT should not be so much a question of ethical consideration as to what others think of us, as to how we regard ourselves.

THE mind pictures of perfect men (painted by the egotist), are generally only expurgated editions of themselves.

THERE is a line of regret drawn somewhere between our ambition and our conscience.

THOSE who know and secrete their knowledge, are almost as bad as those who don't and parade it.

LOVE knows no law. It is the control of such sentiment that shows our strength, or demonstrates our weakness.

WHY we say of others is generally a fair example of what we think of ourselves.

THE highest compliment we can pay to our own intelligence, is a willingness to admit equal intellectual integrity of another's opinion.

WE should train ourselves to forget if possible, those things that cannot be remembered without pain.

IT is a question that appeals to our intelligence whether a mortality of certainty, is preferable to an eternity of uncertainty.

THE MOTHER-QUEEN.

BY ARTHUR G. LEWIS.

Within the garden of our best intents,
One everlasting love flower blooms supreme,
Beyond all future dread, or past regrets,
Around the Shrine that guards our Mother-Queen.

No shadow falls across the halls of home,
Unless occasioned by her absence there,
No sweeter music than the voice we love,
Teaching child-life in the ways of prayer.

She who in spring-life lead our faltering steps,
Into the sun-light and amid the flowers,
Yet with her gray hair blowing in the wind,
Beside us in the tempest, shares the danger-hour.

And in the winter of our doubt and pain
Leads us with faith towards the spring again,
So let us kneel in loving homage there,
Beside the Shrine of Mother, Home and Prayer.

HUNTING AND FISHING GROUNDS ALONG THE BALTIMORE & OHIO RAILROAD.

SPORTSMEN desiring information concerning the hunting and fishing grounds along the Baltimore & Ohio Railroad will find the following suggestions to their convenience.

Following the line from the east to the west, across the States of Maryland and West Virginia, every possible kind of game and fish can be found in abundance.

The Susquehanna River is famous for its shad fisheries and the Susquehanna Flats for duck shooting. The river forms the boundary between Cecil and Harford Counties, Maryland, emptying into the Chesapeake Bay at Havre de Grace, which is the most convenient town for sportsmen's headquarters, for this section. In both counties special game laws prevail aside from the regular state laws, made necessary for the protection of game on account of the superabundance thereof, and the possible greed of irresponsible hunters to bag more than a reasonable share. The laws are just and reasonable and fully appreciated by the legitimate sportsmen.

In the table of Open Seasons of Maryland, which is printed herein, is a full list of the various kinds of game, giving condensed information in regard to the seasons, license required, etc.

Between Harford and Baltimore Counties are the marshes of the Gunpowder River, widely known for snipe, rail and reed-bird and duck shooting. The Gunpowder and its tributaries also abound in "gudgeon," which are popular among small sportsmen in the early spring.

Baltimore County, as well as Cecil and Harford, borders on the headwaters of the Chesapeake Bay. The City of Baltimore, separate from the county, is on the Patuxent River, which forms the Baltimore Harbor, but the Chesapeake Bay proper begins about ten miles below the city.

Anne Arundel County lies south of Baltimore City, with its entire eastern border along the Patuxent River and Chesapeake Bay.

The Baltimore & Ohio Railroad from Baltimore to Washington crosses Howard and Prince George Counties, through a territory of no principal importance for any kind of game. West of Washington the line crosses Montgomery County and strikes the Potomac River at its confluence with the Monocacy River. From this point the Monocacy Valley extends northward through Frederick County, east of the Catoctin Mountains, the most beautiful agricultural section of Maryland. The river abounds in bass and the surrounding country in small game, such as squirrel, rabbit, pheasant and partridge or quail. It might be mentioned here that "partridge" and "quail" are synonymous in the States of Maryland, Virginia and West Virginia, partridge being the term generally applied. West of the Ohio River the name of "quail" predominates.

From Washington Junction the main line of the railroad skirts the Potomac River through Frederick County and across a narrow strip of Washington County, crossing the river at Harper's Ferry, where the road enters West Virginia on its route across the Allegheny Mountains, following the border line for most of the distance between Maryland and West Virginia, with Washington and Allegheny Counties in Maryland on the north side of the Potomac and Jefferson, Berkeley, Morgan, Hampshire and Mineral Counties in West Virginia on the south side, in the order named from east to west.

Throughout this territory of the Potomac River the sportsmen will find good hunting in the mountainous section for wild turkey, partridge, squirrel, raccoon and rabbit, and in the small mountainous streams emptying into the Potomac trout are abundant. The Potomac River, formerly famous for black bass and pike, is not so well stocked as in former years. The same special laws governing fishing in the Potomac River cover Maryland, West Virginia and Virginia.

Among the stopping off places in this territory most convenient to the sportsman are North Mountain, in Berkeley County, W. Va.; Cherry Run and Berkeley Springs, in Morgan County, W. Va.; Hancock, in Washington County, Md.; Great Cacapon, in Morgan County, W. Va., where the Great Cacapon River empties into the Potomac; and Green Springs, in Hampshire County, W. Va., on the Potomac River, from which a branch of the railroad runs down to Romney, in the same county. The western portion of Allegheny County, Maryland and the northern portion of Mineral County, West Virginia, is mountainous and abounds in all kinds of game peculiar to hilly regions. The choice hunting grounds are best reached through Cumberland and Rawlins in Maryland, and Keyser and Piedmont in West Virginia.

Piedmont, W. Va., is at the foot of the great Allegheny plateau known as The Glades, which lies entirely in Garrett County, Maryland. The best trout fishing in the neighborhood is in the Savage River and its tributaries. On the plateau, which is one of the highest sections of the Alleghenies, are the summer resorts of Oakland, Mountain Lake Park and Deer Park. Here the Youghiogheny River obtains its source.

Some five or ten miles north of the railroad are the Meadow and Negro Mountains, from which choice trout streams wind their way to make up Deep Creek, emptying into the Youghiogheny River, and the Castleman River emptying into the Monongahela River.

A few miles west of Oakland the railroad leaves Maryland and enters West Virginia in Preston County, descending the Alleghenies from Terra Alta along the Braxton Mountains through the famous Cheat River region, passing westward to Grafton, in Taylor County, and into the Tygart's Valley River region. The usual small game abounds in this section. The Cheat and Tygart's Valley Rivers are full of bass and salmon, and all of the mountain streams are well stocked with trout.

The Belington Branch of the Baltimore & Ohio southward from Grafton follows the Tygart's Valley River towards its source in the Cheat Mountains. Another division of the railroad runs southward from Clarksburg through Harrison, Lewis, Upshur, Braxton, Webster and Nicholas Counties through a wild portion of the State, which affords some little deer hunting. Almost the entire State of West Virginia is wooded, hilly and dry and is reached exclusively by the Baltimore & Ohio Railroad and its branches.

The railroad runs directly northwest across the State of Ohio to Chicago Junction, from which point a branch line extends northward to Sandusky on Lake Erie. This portion of the State furnishes good duck shooting in the marshes and lowlands of Ottawa, Lucas and Sandusky counties. The most popular streams are Mud Creek, tributary to the Sandusky River; Crane Creek; Tonsawant Creek; La Carpe; Sandusky Bay and Maumee Bay. The fishing grounds of Lake Erie in the neighborhood of Sandusky need no introduction.

GAME LAWS OF MARYLAND.

TABLE OF OPEN SEASONS FOR HUNTING.

Deer—Only in the following Counties.
 Allegany..... Oct. 15 to Jan. 1
 Garrett..... After Sept. 30, 1906
 Washington..... Nov. 1 to Jan. 1

Squirrel (State Law, Ch. 206, Acts 1898, Sept. 1 to Dec. 1, in all Counties, except)
 Allegany..... Oct. 15 to Jan. 1
 Anne Arundel..... Nov. 10 to Dec. 25
 Carroll..... Sept. 1 to Jan. 15
 Frederick (gray or fox squirrel)..... Sept. 1 to Nov. 15
 Garrett (State Law)..... Unprotected
 Kent..... Not lawful
 Montgomery (gray squirrel)..... Aug. 1 to Dec. 15
 Prince George..... Nov. 10 to Dec. 25
 Washington..... Sept. 15 to Dec. 25
 Wicomico..... Sept. 1 to Feb. 15

Rabbit—Baltimore, Baltimore City (sable), Calvert, Kent, State Law, Nov. 1 to Dec. 25
 Allegany..... Oct. 15 to Jan. 1
 Anne Arundel..... Nov. 10 to Dec. 25
 Carroll..... Nov. 10 to Dec. 25
 Howard..... Nov. 10 to Dec. 25
 Prince George..... Nov. 10 to Dec. 25
 Carroll..... Nov. 15 to Jan. 15
 Wicomico..... Nov. 15 to Jan. 15
 Worcester..... Nov. 15 to Jan. 15
 Cecil..... Nov. 1 to Jan. 10
 Charles..... Oct. 15 to Jan. 15
 Dorchester..... Nov. 10 to Jan. 10
 Frederick..... Nov. 15 to Dec. 15
 Garrett (State Law)..... Unprotected
 Harford..... Nov. 1 to Dec. 1
 Montgomery..... Nov. 1 to Dec. 20
 Queen Anne..... Nov. 15 to Dec. 25
 St. Mary..... Sept. 1 to Jan. 15
 Somerset..... Nov. 10 to Jan. 1
 Talbot..... Nov. 1 to Jan. 1

Quail or Partridge—Baltimore, Baltimore City (sable), Charles, Kent, St. Mary, Washington (State Law), Nov. 1 to Dec. 25
 Allegany..... Oct. 15 to Jan. 1
 Anne Arundel..... Nov. 10 to Dec. 25
 Carroll..... Nov. 10 to Dec. 25
 Howard..... Nov. 10 to Dec. 25
 Prince George..... Nov. 1 to Jan. 15
 Carroll..... Nov. 15 to Jan. 15
 Wicomico..... Nov. 15 to Jan. 15
 Worcester..... Nov. 15 to Jan. 15
 Cecil..... Nov. 1 to Jan. 10
 Dorchester..... Nov. 10 to Jan. 10
 Frederick..... Nov. 15 to Dec. 15
 Garrett..... Nov. 1 to Dec. 1
 Harford..... Nov. 1 to Dec. 1
 Montgomery..... Nov. 1 to Dec. 20
 Queen Anne..... Nov. 15 to Dec. 25
 Somerset..... Nov. 20 to Feb. 1
 Talbot..... Nov. 1 to Jan. 1

Ruffed Grouse or Pheasant—Baltimore, Calvert, Caroline, Charles, Kent, Talbot (State Law), Nov. 1 to Dec. 25
 Allegany..... Oct. 15 to Jan. 1
 Anne Arundel..... Nov. 10 to Dec. 25

Howard..... Nov. 10 to Dec. 25
 Prince George..... Nov. 10 to Dec. 25
 Baltimore City (sable)..... State Law
 Carroll..... Oct. 1 to Dec. 25
 Queen Anne..... Nov. 10 to Dec. 25
 St. Mary..... Nov. 10 to Dec. 25
 Cecil..... Sept. 5 to Feb. 1
 Dorchester (State Law)..... Nov. 10 to Feb. 1
 Wicomico (State Law)..... Nov. 10 to Feb. 1
 Worcester (State Law)..... Nov. 10 to Feb. 1
 Frederick..... Nov. 15 to Dec. 15
 Garrett..... Nov. 1 to Dec. 1
 Harford..... Nov. 1 to Dec. 1
 Montgomery..... Sept. 1 to Jan. 1
 Somerset..... After April 11, 1905
 Washington..... Aug. 12 to Dec. 25

English Pheasant, Mongolian Pheasant—State Law, Nov. 1 to Dec. 25, except
 Anne Arundel..... Nov. 10 to Dec. 25
 Howard..... Nov. 10 to Dec. 25
 Prince George..... Nov. 10 to Dec. 25
 Dorchester (State Law)..... Nov. 10 to Feb. 1
 Somerset (State Law)..... Nov. 10 to Feb. 1
 Wicomico (State Law)..... Nov. 10 to Feb. 1
 Worcester (State Law)..... Nov. 10 to Feb. 1
 Garrett (State Law)..... Nov. 1 to Dec. 1

Wild Turkey—Baltimore, Baltimore City (sable), Calvert, Caroline, Charles, Frederick, Prince George, Talbot (State Law), Nov. 1 to Dec. 25
 Allegany..... Oct. 15 to Jan. 1
 Dorchester (State Law)..... Nov. 10 to Feb. 1
 Somerset (State Law)..... Nov. 10 to Feb. 1
 Wicomico (State Law)..... Nov. 10 to Feb. 1
 Worcester (State Law)..... Nov. 10 to Feb. 1
 Garrett..... Nov. 1 to Dec. 1
 Howard..... Nov. 10 to Dec. 25
 Kent..... Not lawful
 Montgomery..... Nov. 1 to Mar. 1
 Washington..... Nov. 1 to Jan. 1
 Anne Arundel..... Unprotected
 Carroll..... Unprotected
 Cecil..... Unprotected
 Harford..... Unprotected
 St. Mary..... Unprotected
 Queen Anne..... Unprotected

Dove—State Law, Aug. 5 to Dec. 23, except
 Carroll..... Not lawful
 Frederick..... Not lawful
 Wicomico..... Not lawful
 Kent..... Aug. 1 to Dec. 25
 Somerset..... Aug. 15 to Jan. 1
 Washington..... Aug. 12 to Dec. 25

Wild Pigeon—Kent County only, Aug. 1 to Dec. 25

Woodcock—Baltimore, Baltimore City (sable), Calvert, Frederick, Howard (State Law), July 1 to Dec. 25 and Nov. 1 to Aug. 1
 Allegany..... Oct. 15 to Jan. 1
 Anne Arundel..... July 4 to Jan. 1
 Prince George..... July 2 to Jan. 1
 Carroll..... July 4 to Jan. 15
 Cecil..... July 15 to Dec. 25
 Dorchester..... June 10 to Jan. 1
 Charles..... July 5 to Feb. 21

Dorchester..... June 1 to Jan. 1
 Somerset..... June 15 to Jan. 1
 Garrett..... Nov. 1 to Dec. 1
 Harford..... Nov. 1 to Dec. 1
 Kent..... Nov. 1 to Dec. 20
 Montgomery..... July 1 to Jan. 1
 Queen Anne..... July 5 to Feb. 21
 St. Mary..... July 5 to Jan. 1
 Washington..... July 12 to Dec. 25
 Wicomico..... June 15 to Feb. 1
 Worcester..... Nov. 10 to Feb. 1

Plover—State Law, Aug. 15 to May 1, except
 Anne Arundel..... Sept. 1 to May 1
 Prince George..... Sept. 1 to May 1
 Carroll..... Sept. 1 to May 1
 Kent..... Aug. 1 to Dec. 25
 Wicomico..... Nov. 15 to Jan. 15
 Worcester..... Unprotected

Snipe—State Law, Aug. 15 to May 1, except
 Anne Arundel..... Sept. 1 to May 1
 Prince George..... Sept. 1 to May 1
 Carroll..... Sept. 1 to May 1
 Kent..... Mar. 15 to June 1
 Wicomico (snipe)..... Nov. 15 to Jan. 15
 Worcester..... Unprotected

Sora, Water Rail or Otterhound—State Law, Sept. 1 to Nov. 1, except
 Caroline..... Sept. 15 to Jan. 15
 Cecil..... Sept. 5 to Feb. 1
 Harford..... Sept. 1 to Dec. 1
 Prince George (marshes of Patuxent, Patuxent or Patuxent, bordering on)
 Prince George or Anne Arundel
 Counties..... Sept. 5 to Nov. 1
 Talbot..... Sept. 10 to Jan. 1

Reedbird—State Law, Sept. 1 to Nov. 1, except
 Cecil..... Sept. 5 to Feb. 1
 Harford..... Sept. 1 to Dec. 1

Duck, Goose, Brant, Swan and other Wild Fowl—State Law, Nov. 1 to April 1, except

Allegany..... Unprotected
 Anne Arundel (wild fowl on Patuxent, South and Severn Rivers)..... Oct. 1 to May 1
 Caroline (ducks)..... Sept. 1 to May 1
 Cecil (ducks)..... Sept. 1 to May 1
 Carroll (ducks)..... Special local provisions
 Harford (ducks)..... Special local provisions
 Charles (ducks)..... Special local provisions
 State Law..... Oct. 1 to April 10
 Dorchester (ducks)..... Special local provisions
 Somerset (ducks)..... Jan. 1 to Nov. 10
 Somerset (ducks, except wood ducks)..... Oct. 1 to April 1
 Wood of summer duck, Sept. 1 to Jan. 1
 Goose (ducks)..... Sept. 1 to April 1
 Talbot (wild fowl except summer duck)..... Oct. 1 to May 1
 Wicomico (ducks)..... Oct. 1 to May 1
 Wicomico (ducks)..... Sept. 1 to Jan. 1
 Worcester (ducks)..... Sept. 1 to Jan. 1
 Worcester (ducks)..... Sept. 1 to Mar. 1

1. Killing by other means than shooting prohibited Nov. 1 to Jan. 15.

2. Except in Barnes Quarter Election District No. 11, where rabbits are protected until April 8, 1901.

3. Ch. 38, Acts 1900.

4. Except in Barnes Quarter Election District No. 11, where protected until April 8, 1901.

5. Ch. 38, Acts 1900.

6. According to an agreement in 1900 prohibiting the shooting of any pheasant during stated season. If the agreement applies only to ruffed grouse, the open season for imported pheasants is Nov. 1 to Jan. 1, as fixed by the general laws of 1898.

7. It is not clear whether the intent of the law is to protect the wild turkey in these Counties for this season or to leave it unprotected. However, the bird is protected by a contract to the season.

8. Also in month of July.

9. Also in month of July.

10. Otherwise as listed in State Law, Ch. 30, Acts 1898.

April 10 to Nov. 1.

In Harford County it is unlawful to hunt trap exposed to the public any pheasant, partridge, rabbit or woodcock on any general election day in November. Act 1407, Ch. 38.

GAME LAWS OF MARYLAND—Continued.

Licenses for Non-Residents.

In all the Counties of the State, except Allegany, non-residents are now compelled to secure license before they can hunt. The license is issued by the Clerk of the Circuit Court in all the Counties except Wicomico, where the County Clerk is charged with this work. In all of the Counties except the following, land owners or residents may invite non-residents to hunt on their own lands or with them, in which case no license is required. This does not apply to Kent, where even if invited by a resident the non-resident must take out license, costing \$5 (Acts 1891, Ch. 501). Caroline, Dorchester (except relatives of blood or by marriage), Garrett, Kent (see above), Somerset (unless accompanied by residents), Talbot, Wicomico (unless accompanied by residents) and Worcester.

The following Counties require license. To the amount of the license must be added the clerk's fee of 50 cents: Garrett, \$25; Charles, Prince George's, St. Mary's, \$20; Frederick, Kent (\$5 if invited by land owner), Montgomery, \$15; Baltimore, Calvert, Carroll, Cecil (wild water fowl), Harford, Somerset, Washington, Wicomico, Worcester (wild fowl), \$10; Talbot, \$9.50; Howard, \$7.50; Cecil (upland game and shore birds), \$5; Caroline, Dorchester and Queen Anne's, \$4.50. Most of them are good for one year from date of issue and are non-transferable.

In Washington County no license is required from residents of the District of Columbia and land owners may invite any non-resident to hunt on their own land (Acts 1902, Ch. 379).

The term "State Law" is used to indicate the seasons fixed by the public general law of 1898, Ch. 306, in contradistinction to the special county laws. The seasons which apply to the whole State or a majority of the Counties are set forth after the words "State Law;" those relating only to special Counties, in line with that County. In case of conflict the local law prevails.

Muskrat, Raccoon and Otter.

Chapter 503, Acts 1902, makes it unlawful to trap, catch or kill, or have in possession, if trapped, caught or killed in this State, any otter, raccoon or muskrat between April 1 and January 1. Penalty, \$5 to \$20. Not to apply to the following Counties: Allegany, Anne Arundel, Baltimore, Calvert, Caroline, Carroll, Cecil, Charles, Frederick, Garrett, Harford,

Howard, Montgomery, Prince George's, Queen Anne's, St. Mary's, Washington and Worcester.

This chapter supersedes Chapter 261, Acts 1902, and is the law governing these animals.

Export of Game.

Export of game is prohibited by State laws in the following Counties:

Anne Arundel—Quail, partridge, pheasant, woodcock from county—penalty, \$5 for each bird.

Calvert—Rabbit, partridge, woodcock from county (for sale, barter or trade)—penalty, \$20.

Caroline—Rabbit, quail, partridge, woodcock from county—penalty, \$5 for each rabbit or bird.

Frederick—Squirrel, partridge, pheasant, woodcock from county—penalty, \$50.

Garrett—Quail, partridge, pheasant, wild turkey, woodcock from county—penalty, \$5-\$25, or imprisonment until fine is paid.

Kent—Squirrel, rabbit or any bird for sale from county—penalty, \$30.

Montgomery—Partridge, pheasant, wild turkey for sale from county—penalty, \$30.

Queen Anne—Rabbit, partridge, woodcock, for sale from county—penalty, \$5 for each bird.

Somerset—Squirrel, rabbit, partridge, pheasant, dove, woodcock, duck, goose from county—penalty, \$5-\$25 for each animal or bird.

Washington—Deer, squirrel, rabbit, partridge, pheasant, wild turkey for sale from county—penalty, \$10-\$20.

Wicomico and Worcester—Quail or partridge from both Counties considered as one territory—penalty, \$5-\$25.

Sale of Game.

Restrictions on sale of game in the following counties: Anne Arundel—Quail, partridge, pheasant, woodcock, Baltimore City—Ruffed grouse, sale permitted October 1 to December 25. Frederick—Squirrel, partridge, pheasant, woodcock, taken in county. Garrett—Quail, partridge, pheasant, wild turkey, woodcock for export from county. Montgomery—Partridge, pheasant, wild turkey for export. Washington—Deer, squirrel, rabbit, partridge, pheasant, wild turkey, taken in county. Wicomico and Worcester—Quail or partridge for export (both Counties considered as one territory).

GAME LAWS OF WEST VIRGINIA.

TABLE OF OPEN SEASONS FOR HUNTING.

[Revised: Frank Lively, Game Warden, Hinton, West Virginia.]

Deer	Oct. 15 to Dec. 15	Prairie Chicken	Oct. 15 to Dec. 15	Wood Duck	Oct. 1 to April 1
Squirrel	Sept. 15 to Jan. 1	Wild Turkey	Oct. 15 to Dec. 15	Wild Duck (all species)	Oct. 1 to April 1
Rabbits	Sept. 15 to Jan. 1	Virginia Partridge (Quail)	Nov. 1 to Dec. 20	Wild Goose	Oct. 1 to April 1
Ruffed Grouse	Oct. 15 to Dec. 15		Oct. 1 to April 1	Brant	Oct. 1 to April 1
Pheasant	Oct. 15 to Dec. 15	Blue Winged Teal	Oct. 1 to April 1	Snipe	March 1 to July 1
Pinnated Grouse	Oct. 15 to Dec. 15	Mallard	Oct. 1 to April 1	Woodcock	July 15 to Nov. 1

It is unlawful to chase or hunt deer with dogs within this State at any time. No person shall at any time kill tawny when in his spotted coat, or have the fresh skin of such tawny in his possession. No person, firm or corporation shall at any time kill or have in possession deer, wild turkey, quail, pheasant or ruffed grouse, or any part of same, with the intention of sending or transporting the same, or have the same sent or transported beyond the limits of this State.

It is unlawful for any person to kill more than twelve quail or partridge in any one day, and for any person at any time to catch by seine, net or trap, wild turkey, ruffed grouse, pheasant, quail or Virginia partridge.

It is unlawful for any person, by the use of snare or pit or gun, or by the aid of push boat or snook boat, used for carrying such guns, to catch, kill or wound or destroy, upon any of the waters, bays, rivers, marshes, mudflats, or pursue to cover to which wild fowl resort within this State, wild duck, wild goose or brant.

It is unlawful for any person at any time to catch, kill or

injure the skunk or polecat, except in the defense of property, in the Counties of Jackson, Marshall, Wood and Brooke. Any person found with recently killed skunk or polecat skins in his possession shall be presumed to have killed the same.

Any person violating any provision of this section shall be guilty of a misdemeanor, and upon conviction thereof, shall be fined not less than \$20 and not more than \$50 for each offense (fines varying according to the offense), and at the discretion of the Court or Justice trying the case, may be confined to a county jail not exceeding ten days.

It shall be unlawful for any person not a citizen of the State of West Virginia to hunt in any of the Counties of this State without first having obtained a license from the Game Warden. A non-resident of the State may procure a hunter's license by filing his affidavit with the Clerk of the County Court and on the payment of \$15, to which shall be added the recording fee of \$1. Such license when secured will be good in all Counties for one year from date of issue.

GAME LAWS OF VIRGINIA.

OPEN SEASONS FOR HUNTING.

Deer	Oct. 1 to Jan. 1	Rails	July 20 to Jan. 1	Sart Birds	July 20 to Jan. 1
Wood Duck	Aug. 1 to Jan. 1	Mudhens	July 20 to Jan. 1	Sand Pipers	July 20 to Jan. 1
Mallard	Oct. 15 to April 1	Snipe	July 20 to Jan. 1	Tattlers	July 20 to Jan. 1
Wild Duck	Oct. 15 to April 1	Gallinules	July 20 to Jan. 1	Curlews	July 20 to Jan. 1
Wild Goose	Oct. 15 to April 1	Willits	July 20 to Jan. 1	Robins	Feb. 15 to April 1
Plovers	July 20 to Jan. 1				
Wild Turkeys					
Pheasants		East of the Blue Ridge Mountains	Nov. 1 to Feb. 1		
Grouse					
Quail		West of the Blue Ridge Mountains	Nov. 1 to Dec. 1		
Partridges					
Woodcock					

It is unlawful for any person to shoot at, or kill, or capture any wild water fowl or wild turkey, or any game bird or game animal, later than one-half hour after sunset, or earlier than one-half hour before sunrise, or to shoot or hunt any game in this State on Sunday.

It is unlawful to use traps, or nets, or other contrivances, or to use reflectors or other lights, or sneak boats, or artificial islands, in detecting or capturing, or shooting wild water fowl or game of any kind.

It is unlawful for any person to hunt, kill, or capture, in any manner, or buy, offer for sale, or have in possession any wild turkey, pheasants or grouse, quail or partridges, or woodcock, East of the Blue Ridge Mountains between February 1 and November 1, and West of the Blue Ridge Mountains between December 31 and November 1.

It is unlawful for any person not a resident of the State to

hunt or kill wild water fowl, wild turkey, pheasants or grouse, woodcock, partridges, quail or other game birds, or deer within this State until he shall have procured a hunting license, except that a non-resident child of a resident owner of land in this State, shall be allowed to hunt on the lands of his parent as though he were a resident of the State, and a non-resident guest of a resident land owner shall be allowed to hunt on the lands of his host as though he were a resident of this State, when accompanied by the host or a member of the host's family, provided said host receives no compensation from said guest.

A non-resident of the State may procure a hunter's license by filing his affidavit with the Clerk of the Circuit Court of any County, in which he first begins to hunt, upon the payment of \$10.00.

GAME LAWS OF PENNSYLVANIA.

TABLE OF OPEN SEASON FOR HUNTING.

	Number by One Person	Season
Doves	Unlimited	Can be killed at any time
Elk, Deer or Fawn	Two in one year	During November only
English, Mongolian or Chinese Pheasant	Unlimited	October 15 to December 15, inclusive
Grouse, Ruffed, commonly called Pheasant	Ten in one day	October 15 to December 15, inclusive
Hare or Rabbit	Unlimited, not to be taken with ferret	November 1 to December 15, inclusive
Quail or Virginia Partridge	Fifteen in one day	October 15 to December 15, inclusive
Rail and Reed Birds	Unlimited	September, October and November
Web-Footed Wild Fowl	Unlimited	September 1 to March 1
Wild Turkey	Two in one day	October 15 to December 15, inclusive
Woodcock	Ten in one day	Oct. 15 to Dec. 15, including day
Squirrel-Gray, Black and Fox	Unlimited	October 15 to December 15, inclusive
Plover	Unlimited	July 15 to January 1

It is unlawful to chase or hunt elk, deer or fawns, with dogs, within this State at any time, all dogs pursuing said animals may be killed by any person.

It is unlawful to kill at any time, wild duck or goose with any device or instrument known as the swivel or punt gun, or with any gun other than such as are lawfully raised at arm's length and fired from the shoulder.

It is unlawful to hunt pheasants or plumed grouse during the night time in any manner.

It is unlawful to kill or expose for sale or have in possession any rail bird or reed bird in the closed season.

It is unlawful to kill or take wild turkey or ruffed grouse, commonly called pheasant, or quail, or Virginia partridge, or woodcock, or rail or reed bird, or plumed grouse, commonly called prairie chicken, with any trap, net, snare or torchlight.

It is unlawful to kill or take any wild pigeon or squab

while on its nesting or roosting ground, or break up or disturb any such nesting or roosting ground, or to catch or kill, with net, trap, gun or otherwise take or disturb any such pigeon or pigeons within one mile of any nesting or roosting ground, or discharge any firearm within one mile of any nesting or roosting ground, under a penalty of \$5.00.

It is unlawful to kill, trap or expose for sale, or have in possession after same has been killed, any migratory bird under a penalty of \$5.00 for each bird destroyed.

It is unlawful for any person to shoot or hunt on the first day of the week, commonly called Sunday, under a penalty of \$5.00 for each hunting offense.

A non-resident of the State must procure a license from the County Treasurer of the County in which he proposes to hunt, and pay fee of \$5.00. The license permits hunting in all parts of the State.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 15, 1904										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 EXCEPT SUNDAY	No. 502 EXCEPT SUNDAY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	AM	
Lv WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	3.00
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55
Ar PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.50	8.19	11.40	3.10	6.00
Ar NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.52	8.32
Ar NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50			8.35
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 15, 1904										
WESTWARD										
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 527 DAILY 5 HOUR	No. 507 DAILY	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY	
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT	
Lv NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	5.55	6.55	12.10	
Lv. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15	
Lv. PHILADELPHIA	7.40	10.32	12.37	2.08	4.17	6.18	8.35	9.30	3.35	
Ar BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.44	4.07	6.16	8.16	10.55	11.32	6.00	
Ar BALTIMORE, CAMDEN STATION	9.52	12.53	2.48	4.11	6.20	8.20	11.00	11.36	6.05	
Ar WASHINGTON	10.50	1.50	3.50	5.00	7.20	9.10	12.10	12.31	7.25	
	AM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
Lv. NEW YORK, SOUTH FERRY	9.55 AM	1.55 PM	N 3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM			
Lv. NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM			
Lv. PHILADELPHIA	12.37 PM	4.17 PM	N 5.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM			
Lv. BALTIMORE, MT. ROYAL STATION	2.44 PM	6.16 PM		10.55 PM	9.48 AM	9.48 AM	11.32 PM			
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	6.30 PM		11.10 PM	10.00 AM	10.00 AM	11.36 PM			
Ar WASHINGTON	4.05 PM	7.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM			
Ar. DEER PARK HOTEL										
Ar. PITTSBURG			7.15 AM		7.45 PM		9.00 AM	Lv 4.30 PM		
Ar. CLEVELAND			12.35 PM					9.50 PM		
Ar. WHEELING (EASTERN TIME)		7.35 AM						Lv 5.20 PM		
Ar. COLUMBUS		10.35 AM						9.10 PM		
Ar. CHICAGO		7.30 PM			9.00 AM			7.40 AM		
Ar. CINCINNATI	8.05 AM			5.35 PM		2.35 AM				
Ar. INDIANAPOLIS	11.45 AM			10.35 PM						
Ar. LOUISVILLE	11.52 AM			9.30 PM		7.55 AM				
Ar. ST. LOUIS	6.00 PM			7.23 AM		12.30 PM				
Ar. OHATTANOOGA	6.00 PM			6.25 AM						
Ar. MEMPHIS	11.00 PM			8.30 AM						
Ar. NEW ORLEANS	10.00 AM			8.00 PM						

* Train No. 6 makes connection at Cumberland.

Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	Nos. 14 & 16 EXPRESS DAILY	Nos. 14 & 16 EXPRESS DAILY		
Lv. CHICAGO			3.30 PM	10.40 AM			7.30 PM	7.30 PM		
Lv. COLUMBUS				7.10 PM						
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM				10.50 AM		
Lv. CLEVELAND			10.15 PM		1.00 PM					
Lv. PITTSBURG			8.00 AM		9.00 PM	6.30 PM	1.00 PM			
Lv. ST. LOUIS	* 8.52 AM	2.05 AM				8.27 PM				
Lv. LOUISVILLE	* 2.10 PM	8.10 AM				2.30 AM				
Lv. INDIANAPOLIS	* 2.45 PM	8.05 AM								
Lv. CINCINNATI	* 6.35 PM	12.10 PM				5.10 AM				
Lv. NEW ORLEANS		7.05 PM				9.15 AM				
Lv. MEMPHIS		6.50 AM				8.40 PM				
Lv. CHATTANOOGA		10.40 PM								
Lv. DEER PARK HOTEL										
Ar. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.46 AM	11.05 PM	11.05 PM		
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	6.50 PM	1.47 PM	7.50 AM	3.47 AM	12.25 AM	12.25 AM		
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	8.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM		
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM		
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.52 AM	5.52 AM		
Ar. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.60 PM	6.35 PM	12.40 PM	8.35 AM				

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner table d'hôte, Philadelphia to New York.

No. 528. Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.

No. 527. Five Hour Train. Parlor Car New York to Washington. Dining Car, table d'hôte, New York to Philadelphia.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Buffet Drawing Room Sleeping Cars New York to Cincinnati and Pittsburg.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellatre. Drawing Room Sleeping Car Baltimore to Columbus. Combination Buffet-Observation Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellys ville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 55. Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Washington. Buffet-Observation Parlor and Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellys ville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Drawing Room Sleeping Car Chicago to Wheeling.

No. 46. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

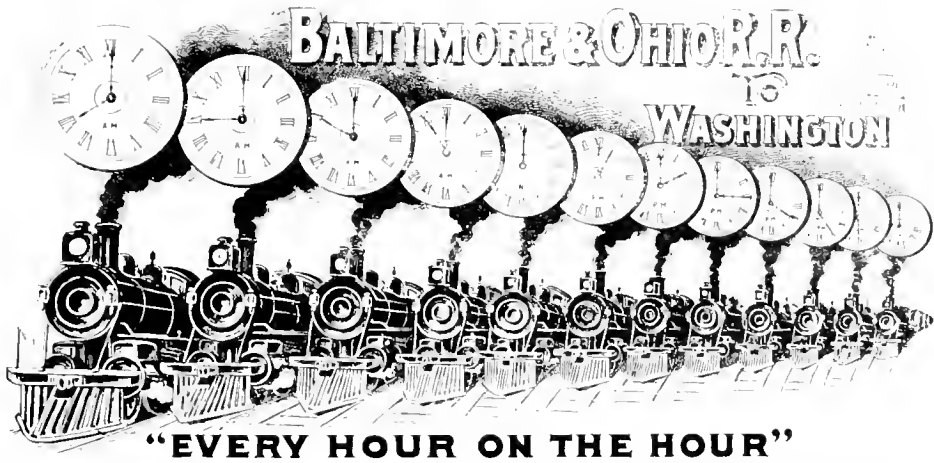
AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent; R. F. BOND, District Passenger Agent; Camden Station, E. R. JONES, Ticket Agent; Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERREY, Ticket Agent.
BOSTON, 330 Washington Street, J. P. TAGGART, New England Passenger Agent, E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 20 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 211 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent, H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 40 Walnut Street—Friction Bldg., J. B. SCOTT, District Passenger Agent; C. H. WISEMAN, City Ticket Agent; J. E. REICHMAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; Wm. BROWN, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 200.
CLEVELAND, OHIO, 211 Superior Street, M. G. CURRELL, Division Passenger Agent; G. W. SOUTHWICK, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 8 North High Street, D. S. WILDER, Division Passenger Agent, W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., J. T. LANE, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., C. E. DUDLOW, Traveling Passenger Agent.
KANSAS CITY, MO., Box 26, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELIN, Ticket Agent.
LOUISVILLE, KY., B. & O. S.-W., 104 and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. H. DORSEY, City Ticket Agent. 7th St. Station, A. J. CRONE, Ticket Agent.
MANSFIELD, OHIO, C. W. JONES, Ticket Agent.
MARIETTA, OHIO, G. M. PAYNE, Depot Ticket Agent; M. F. NOLL, City Ticket Agent, First National Bank Building.
MASSILLON, OHIO, E. P. EDGAR, Ticket Agent.
NEWARK, N. J., E. E. HENDRICKSON, Ticket Agent.
NEWARK, OHIO, F. P. COPPER, Traveling Passenger Agent, F. C. BARTHOLOMEW, Ticket Agent.
NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
NEW YORK, 434 Broadway, LYMAN MCCARTY, Assistant General Passenger Agent; E. D. AINSLIE, Ticket Agent, 130 Broadway, H. B. FAIRBANK, Ticket Agent. No. 6 Astor House, A. J. OESTERLE, Ticket Agent. 261 Broadway, THOS. COOK & SON, Ticket Agents. 108 Greenwich Street, FRANK ZOTTI, Ticket Agent. 25 Union Square, West, RAYMOND & WHITCOMB, Ticket Agents. 391 Grand Street, HYMAN WERNER, Ticket Agent. Stations, South Ferry, foot of Whitehall Street, and foot of Liberty Street, N. J.
NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent, J. L. SPERRY, Ticket Agent.
OMAHA, NEB., 504-5 First National Bank Building, J. C. BURCH, Traveling Passenger Agent.
PARKERSBURG, W. VA., C. W. ALLEN, Traveling Passenger Agent, C. T. PROFFFOOT, Ticket Agent.
PHILADELPHIA, 831 Chestnut Street, BERNARD ASHBY, District Passenger Agent, C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, C. E. WATERS, Ticket Agent. 105 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 392 Market Street, UNION TRANSFER CO., Ticket Agents. 609 South 3d Street and 116 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAEKEY, Ticket Agent.
PITTSBURG, 315 Park Building, E. D. SMITH, Assistant General Passenger Agent; GEO. A. ORR, Traveling Passenger Agent. Cor. 5th Avenue and Wood Street, E. D. STEINMAN, City Ticket Agent. 506 Smithfield Street, J. V. MCCORMICK, Ticket Agent. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TICKNER, Ticket Agent.
SAN FRANCISCO, CAL., Room 1, Hobart Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 8th and Olive Streets, F. D. GILBERTSLEY, Assistant General Passenger Agent; H. C. STEVENSON, City Passenger Agent, L. L. HORNING, City Ticket Agent, F. W. AMICK, Station Passenger Agent, L. G. PAUL, Traveling Passenger Agent.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
TIFFIN, OHIO, A. J. BELL, Ticket Agent.
VINCENNES, IND., W. P. TOWNSEND, Division Passenger Agent, B. & O. S.-W.
WASHINGTON, D. C., 505 5th Street, N. W. Cor. New York Avenue, S. B. HEGE, District Passenger Agent, H. P. McBRILL, Ticket Agent. 619 Pennsylvania Avenue, H. R. HOWSER, Ticket Agent. Station, New Jersey Avenue and C Street, S. I. EASTBURN, Ticket Agent.
WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McClure House, O. R. WOOD, City Ticket Agent.
WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. FALLON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES Aiken, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.
 B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
 D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.

TRAINS FROM BALTIMORE TO WASHINGTON



ROYAL BLUE SERVICE NEW YORK TO WASHINGTON

ROYAL BLUE TRAINS

LEAVE NEW YORK

FOR BALTIMORE AND WASHINGTON

“Every Other Hour on the Even Hour”

8, 10, 12, 2, 4, 6 o'clock

DURING THE DAY

Another at 7.00 p. m. and one at 12.15 midnight

SPLENDIDLY EQUIPPED

Modern Coaches, Pullman Parlor
and Sleeping Cars and unexcelled
Baltimore & Ohio Dining Car Service

The “Royal Limited” leaves at “Four”

ROYAL BLUE SERVICE FROM WASHINGTON



"EVERY HOUR ON THE HOUR" TO BALTIMORE
"EVERY OTHER HOUR ON THE ODD HOUR" TO PHILADELPHIA & NEW YORK

ROYAL BLUE SERVICE WASHINGTON TO NEW YORK

ROYAL BLUE TRAINS

LEAVE WASHINGTON

FOR PHILADELPHIA AND NEW YORK

"Every Other Hour on the Odd Hour"

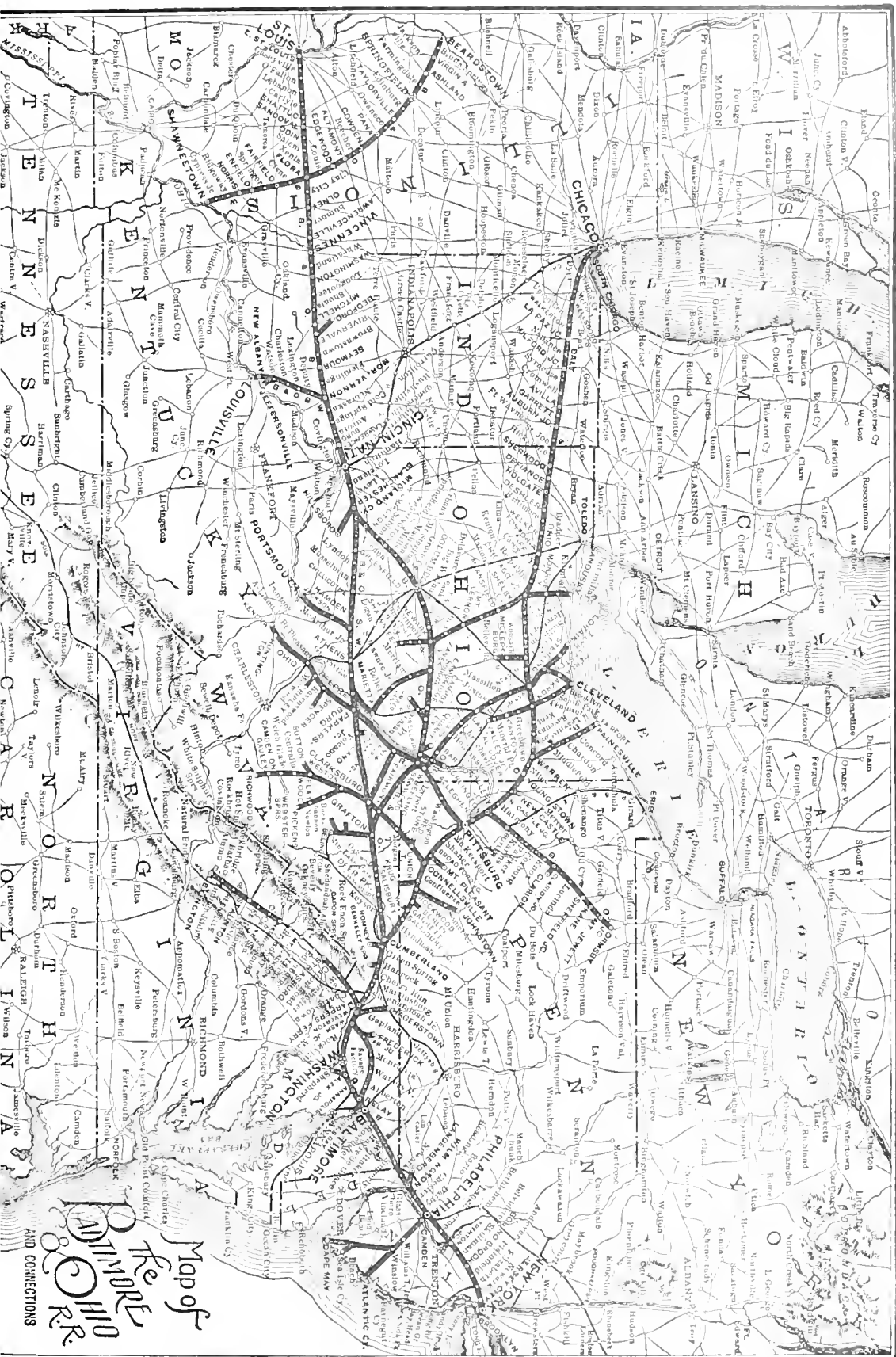
7, 9, 11, 1, 3, 5 o'clock

DURING THE DAY

SPLENDIDLY EQUIPPED

Modern Coaches, Pullman Parlor
and Sleeping Cars and unexcelled
Baltimore & Ohio Dining Car Service

The "Royal Limited" leaves at "Three"



Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	7	8	9	10	11	12	13	6	7	8	9	10	11	12	3	4	5	6	7	8	9
10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19	10	11	12	13	14	15	16
17	18	19	20	21	22	23	21	22	23	24	25	26	27	20	21	22	23	24	25	26	17	18	19	20	21	22	23
24	25	26	27	28	29	30	28	29	30	31	26	27	28	27	28	29	30	31	24	25	24	25	26	27	28	29	30
31																											
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9	7	8	9	10	11	12	13
8	9	10	11	12	13	14	12	13	14	15	16	17	18	10	11	12	13	14	15	16	14	15	16	17	18	19	20
15	16	17	18	19	20	21	19	20	21	22	23	24	25	17	18	19	20	21	22	23	21	22	23	24	25	26	27
22	23	24	25	26	27	28	26	27	28	29	30			24	25	26	27	28	29	30	28	29	30	31			
29	30	31												31													
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12	4	5	6	7	8	9	10
11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
25	26	27	28	29	30		23	24	25	26	27	28	29	27	28	29	30				25	26	27	28	29	30	31

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGER, PASSENGER TRAFFIC,
BALTIMORE, MD.

B.N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C.W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



THE

Baltimore & Ohio

First railroad in America.
First railroad to obtain a charter, and bearing
without change its original charter name.
First to be operated for passengers and freight.
First to utilize locomotive power.
First to penetrate the Allegheny Mountains.
First to issue a time table.
First to use the telegraph.
First message sent by Morse from Baltimore to
Washington along its line.
First to connect the Atlantic Seaboard with the
Mississippi River.
First to employ electricity as a motive power.
First to introduce electric automobile service in
connection with passenger trains.
Most historic and scenic railroad in America,
and

RECEIVED THE

HIGHEST HONORS

AT

Baltimore & Ohio

TO THE

WORLD'S FAIR November, the Last Month

GENERAL EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of sixty (60) days, but not later than December 15, 1904.

FIFTEEN-DAY EXCURSION TICKETS will be sold daily during the period of the Exposition, with final return limit of fifteen (15) days, including date of sale.

COACH EXCURSION TICKETS will be sold only for specified dates and trains. Tickets will be good in **DAY COACHES** only on special or designated trains going, and on regular trains returning, limited for return passage leaving St. Louis not later than ten (10) days, including date of sale.

STOP-OVERS.

STOP-OVER not exceeding ten (10) days at each point will be allowed on Season, Sixty (60) day and Fifteen (15) day excursion tickets, in either or both directions within return limit, at Cincinnati, O., Louisville, Ky., Mitchell, Ind. (for visitors to French Lick or West Baden Springs, Ind.), and at Chicago (on tickets reading via Chicago). To secure stop-over, passengers must notify conductor and deposit ticket with Depot Ticket Agent immediately on arrival.

STOP-OVER not exceeding ten (10) days will be allowed at St. Louis on all one-way and round-trip tickets (except Colonist tickets to the Pacific Coast) reading to points beyond St. Louis, upon deposit of ticket with Validating Agent and payment of fee of \$1.00.

EXCURSION FARES.

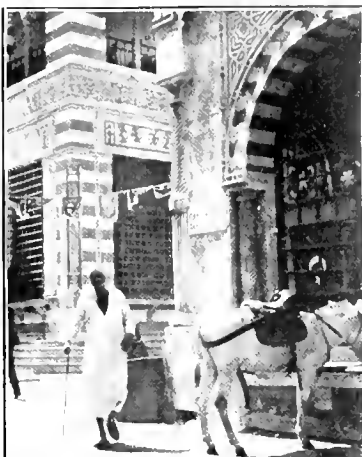
FROM	Limit Dec. 15.	15-Day Fare	Coach Fare.
New York, N. Y.	\$28.35	\$23.25	\$18.00
Philadelphia, Pa.	28.35	23.25	17.00
Chester, Pa.	28.35	23.25	17.00
Wilmington, Del.	28.35	23.25	17.00
Newark, Del.	28.35	23.25	17.00
Baltimore, Md.	28.00	23.00	17.00
Washington, D. C.	28.00	23.00	17.00
Hagerstown, Md.	27.70	22.75	16.00
Frederick, Md.	28.00	23.00	16.00
Cumberland, Md.	25.35	21.00	15.00
Grafton, W. Va.	22.70	19.00	13.00

ROUTES.

The above fares apply via Cincinnati or via Chicago in both directions; or going via Cincinnati and returning via Chicago; or going via Chicago and returning via Cincinnati. Tickets will be accepted via Pittsburg.

Corresponding Rates from other Points.

For additional information concerning routes, rates, time of trains, etc., call on ticket agents.



ROYAL BLUE SERVICE FROM WASHINGTON



"EVERY HOUR ON THE HOUR" TO BALTIMORE
"EVERY OTHER HOUR ON THE ODD HOUR" TO PHILADELPHIA & NEW YORK.

ROYAL BLUE SERVICE WASHINGTON TO NEW YORK

ROYAL BLUE TRAINS

LEAVE WASHINGTON

FOR PHILADELPHIA AND NEW YORK

"Every Other Hour on the Odd Hour"

7, 9, 11, 1, 3, 5 o'clock

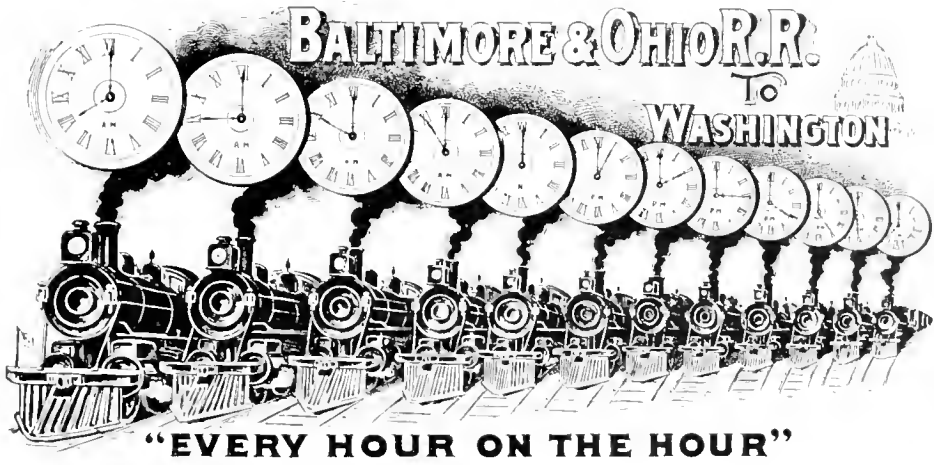
DURING THE DAY

SPLENDIDLY EQUIPPED

Modern Coaches, Pullman Parlor
and Sleeping Cars and unexcelled
Baltimore & Ohio Dining Car Service

The "Royal Limited" leaves at "Three"

TRAINS FROM BALTIMORE TO WASHINGTON



ROYAL BLUE SERVICE NEW YORK TO WASHINGTON

ROYAL BLUE TRAINS

LEAVE NEW YORK

FOR BALTIMORE AND WASHINGTON

“Every Other Hour on the Even Hour”

8, 10, 12, 2, 4, 6 o'clock

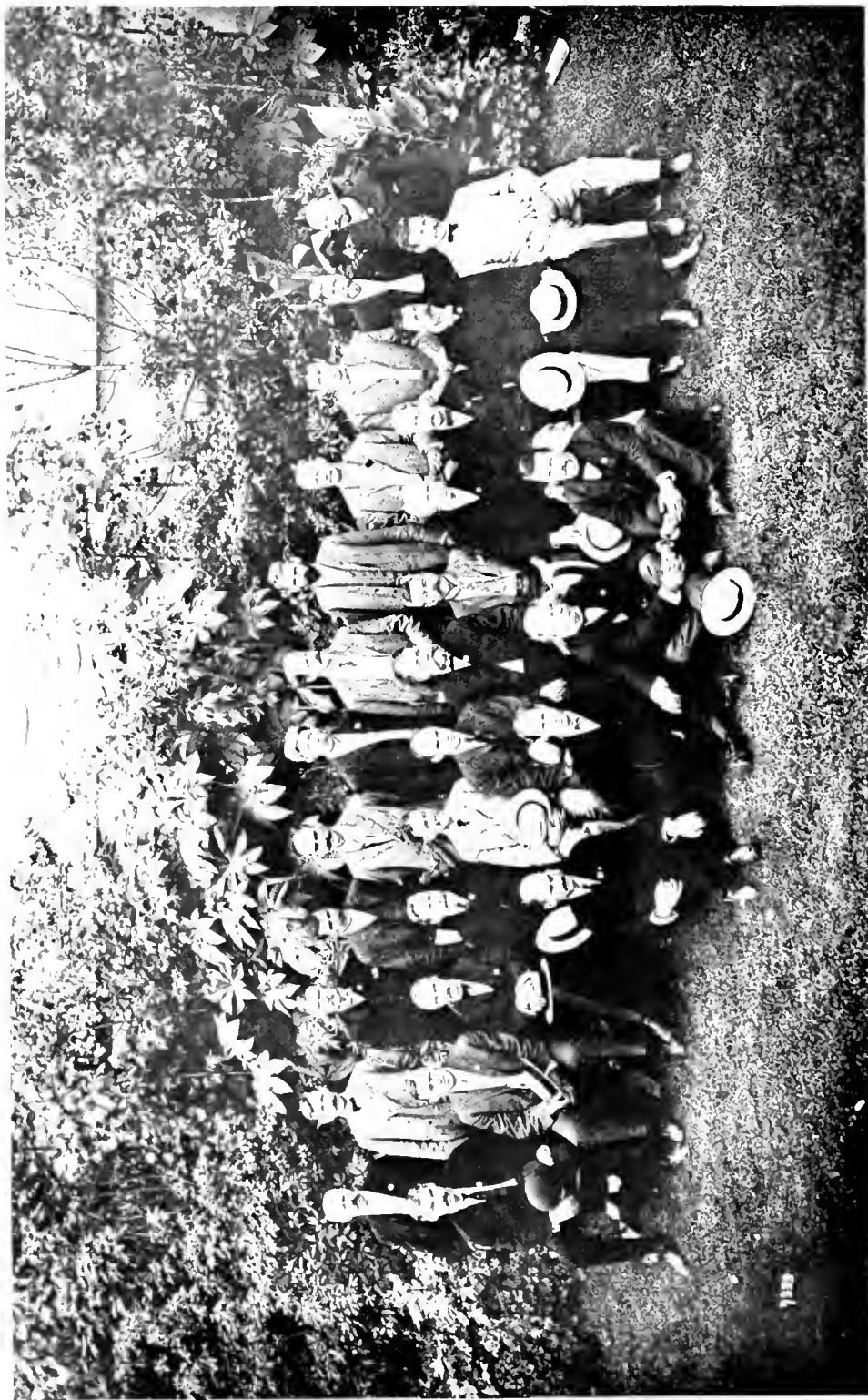
DURING THE DAY

Another at 7.00 p. m. and one at 12.15 midnight

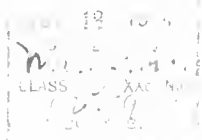
SPLENDIDLY EQUIPPED

Modern Coaches, Pullman Parlor
and Sleeping Cars and unexcelled
Baltimore & Ohio Dining Car Service

The “Royal Limited” leaves at “Four”



THE RAILWAY GROUP. JURY OF AWARDS. LOUISIANA PURCHASE EXPOSITION.



BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY.

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VOL. VIII.

BALTIMORE, NOVEMBER, 1904.

No. 2.

THE HIGHEST HONORS OF THE WORLD'S FAIR WON BY THE FAMOUS EXHIBIT OF THE BALTIMORE & OHIO RAILROAD CO.

THE greatest of World's Fairs—the Louisiana Purchase Exposition at St. Louis—will come to an end on December 1, and the millions of dollars worth of exhibits will be carted away to the four corners of the earth. All fairs, whether county, state or international, have the ultimate object of showing progression in civilization. The lists are open to all comers; the greater number of entries, the bigger the fair; the greater the competition, the better the show. The higher education of the people, and the diffusion of new ideas, is the result obtained.

At St. Louis, all the nations of the globe have done their utmost to present their most favorable impressions. The United States, having the advantage of the exhibit on its own soil, naturally had the most complete exhibits in all departments.

To gain recognition is the aim of every exhibitor and the medals and ribbons of honor are displayed with a pardonable pride.

The Baltimore & Ohio Railroad Company enjoy the distinction of winning all the medals that could possibly be awarded to a railroad company, for their display in the Transportation Building. In all, there

were four great prizes of gold medals and twenty-five other medals for certain distinctive features of the exhibit.

The highest award of the Exposition, carrying with it the premier honor in each department or building, was a special gold medal for "the best, most complete and most attractive exhibit;" this award to be recommended by the Department Jury, and ratified by the Superior Jury. In the Department of Transportation Exhibits, the Department Jury, with Vice-President Kendrick of the Santa Fe System, at its head, was composed of distinguished railway men, engineers, mechanical and other experts of this country, England, Germany, France, Austria and Japan.

The Superior Jury was headed by Governor Francis, President of the Exposition, with Director of Exhibits Skiff, as First Vice-President, and the membership throughout was composed of the most eminent and representative men at the Exposition, including the Commissioners General of the Foreign Countries, the Presidents of Department Juries, Chiefs of Departments, etc.

Naturally the rivalry was strong for this special gold medal, of which there was but

one in each building, the holder winning with it the first honors, there being none higher and none other so exclusive.

The award was to the Baltimore & Ohio Railroad Company by the unanimous vote of the full Department Jury, and like great distinction was accorded by the full Superior Jury.

The grand prize, another gold medal, was the Baltimore & Ohio on its section as a whole, and denotive of the highest distinction in its class or group.

In conjunction with the grand prize, eighteen collaborators' medals were awarded, most of them gold, these going to those who had contributed to the striking educational value and general completeness of the Baltimore & Ohio section.

The Group Jury, followed by the endorsement of the Department Jury, and ratified by the Superior Jury, awarded a gold medal of honor to Major J. G. Pangborn, director of the exhibit, in recognition of the origination and completion of the great historical collection, and the scheme and perfection of its installation.

Additional to the foregoing, and distinctive of the honors awarded the Baltimore & Ohio Railroad Company in the Transportation Building, is the grand prize and gold medal in the group of "Engineering and Architecture" in the Department of Liberal Arts, this being on the model of the new Union Station at Washington, which is the central feature of the Baltimore & Ohio section in the Department of Transportation.

The "Sweepstakes," as it might be termed, in the fourteen acres of exhibits in the Department of Transportation, the grand prize in the railway group of the same building, another grand prize in the Department of Liberal Arts; and the medal of honor, four gold medals of the very highest class; and twenty-five other medals, most of them gold, is the company's Louisiana Purchase Exposition record. It is beyond paralleling, for it is topped by the special gold medal for "the best, the

most complete, and the most attractive installation," and there is but one such medal.

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Second Vice-Chairman, Henri de Grieges, France.
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Vice Chairman 74, Henri de Grieges, France.

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Vice Chairman 75, Rear Admiral Brown, Indian-
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Vice Chairman 76, Captain Hebbinghaus, Ger-
many.

Chairman Group 77, Captain von Tschudi, Ger-
many.

Vice Chairman 77, M. Crizuka, Japan.

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A. R. R.

Appointed by Board of Lady Managers:
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LOUISIANA PURCHASE EXPOSITION, 1904

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Eastern Representative of the Louisiana Pur-
chase Exposition. Director of Exploitation
and of Textiles, Paris Exposition, 1900.
Chief, Department of Awards, Columbian
Exposition, Chicago, 1893.

MEMBERS.

Adams, Milward, Chairman, Department Jury,
Director of the Auditorium, Chicago.
Member of the Jury, Paris Exposition, 1900,
Chicago.

Aguilar, Colonel Francisco M. de Souza. Com-
missioner-General for Brazil. Colonel in the
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Atkin, Captain Percy, late Lancashire Fusiliers.
Exposition Commissioner of Education for
Great Britain and Ireland. Formerly Sec-
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Temple, London.

Bean, Dr. Tarleton H., Chief, Department of
Forestry, Fish and Game, Louisiana Pur-
chase Exposition Co. Directory of the
Department of Forestry, Fish and Game for
the United States at the Paris Exposition,
1900. New York.

Bell, Nicholas M., Director, Louisiana Purchase
Exposition Co. St. Louis.

Biagi, Dr. Guido, Librarian of the Laurentian
Library, Florence, Italy. Vice-Chairman,
Department Jury, 1904.

Branchi, G., Commissioner-General for Italy.
Consul General for Italy to the United States.

Carlier, Jules, Commissioner-General for Bel-
gium to the Exposition. Vice-Chairman of
the Superior Council of Industry and Com-
merce, Belgium.

Coleman, Norman J., Ex-United States Secretary
of Agriculture. Acting Chief, Department
of Horticulture, Louisiana Purchase Exposi-
tion Co. St. Louis.

Cooley, Edwin Gilbert, Vice-Chairman, Educa-
tion Department Jury, representing Austria.
Superintendent, Schools, Chicago.

Cowdery, E. G., Chairman, Liberal Arts, Depart-
ment Jury. Vice-President and General
Manager, Laclede Gas Light Co., St. Louis.

De Lima, Dr. J. C. Alves, Vice-Chairman,
Anthropology. Brazilian Delegate to the
Louisiana Purchase Exposition. Consul of
Brazil in the Dominion of Canada and New
Foundland. Residence Montreal.

De Szogyeny, George, L. L. D., Commissioner-
General for Hungary.

Dodge, Charles R., Chairman, Department Jury.
Member of Jury, Paris Exposition, 1900.
Director, Department of Agriculture for the
United States at Paris Exposition. Agricul-
tural and Forestry Expert. United States.

Drake, F. E., Chairman, Department Jury.
President, Lanyon Zinc Co. Director of
Electricity for the United States and Member
of Jury, Paris Exposition, 1900. St. Louis.

Froelich, E., Mechanical Engineer. Delegate of
the German Engineering Society. Germany.

Gerin Lajoie, Dr. Mederie T., Vice-Chairman,
Liberal Arts Department Jury. With the
University of Paris. Doctor-in-Chief of the
Company of Tramways of Eastern Paris.
Officer of the Academy. Knight of the
Legion of Honor. Commander de Bolivar
de Venezuela (with plate of Grand Officer)
Red Cross of Spain. Assistant Secretary
to the Medical Congress of Paris, 1900.
Member of the Medical Council Societe des
Gens de Letters, Paris, France.

Goldsbrough, W. E., Chief, Department of
Electricity, Louisiana Purchase Exposition
Co. Professor, Purdue University, Purdue,
Indiana.

Gore, James H., Scientist. Professor, Columbia
University, Washington, D. C. Commis-
sioner-General for Siam. Member of
Superior Jury, Paris Exposition, 1900.
Commissioner General for the United States
to Antwerp, Amsterdam, Brussels and Liege
Expositions.

- Goto, Fusaji, Forestry Commissioner of the Department of Agriculture and Commerce, Japan.
- Gross, R. G., Vice-President and General Manager, American Locomotive Co., President, Air Tool Co., President, United States Radiator Co., President, Merchants' National Bank, Dunkirk, N. Y.
- Holmes, Dr. J. A., Chief, Department Mines and Metallurgy, Louisiana Purchase Exposition. Member, United States Geological Survey, North Carolina.
- Howard, Major J. W., C. E., Chairman, Department Jury. Member of Jury, Paris Exposition, 1900. New York.
- Hullbert, Milan H., Chief, Department Manufactures, Louisiana Purchase Exposition and Paris Exposition, 1900. Member of Jury, Paris Exposition. Manufacturer, New York.
- Ives, Prof. Halsey C., Chief, Department of Art, Louisiana Purchase Exposition and Columbian Exposition, 1893. St. Louis.
- Kester, M., President, French Section. France.
- Lagerstedt, Dr. N. G. W., Royal Commissioner-General for Sweden.
- Long, Dr. J. H., Professor of Chemistry, Northwestern University, Chicago.
- Lyte, E. O., Millerville, Pa. Chairman, Department Jury of Education. President, Pennsylvania State Normal School. Ex-President, National Educational Association.
- Mabilleau, L., Director of the Musée Social, Paris, France.
- Mc Gee, Dr. W. J., Chief, Department of Anthropology, Louisiana Purchase Exposition. Ex-President, International Geographical Society, Washington.
- Martens, Willy, Vice-Chairman, Art Department Jury. Commissioner of Art for Holland, Holland.
- Mattheef, P. M., Commissioner-General for Bulgaria.
- Mills, Colonel Chas. F., Chief, Department of Live Stock, Louisiana Purchase Exposition, Illinois.
- Moore, Mrs. Phillip H., B. A., Trustee, Vassar College. President, Association of Collegiate Alumnae, representing the Board of Lady Managers, Louisiana Purchase Exposition, St. Louis.
- Morrisseaux, Charles, M. E., Director-General of the Ministry of Industry and Labor, Belgium.
- Muthesius, Dr. H., Vice-Chairman, Manufactures Department Jury. Royal Councillor of Germany. Germany.
- Nuncio, Albino R., Engineer, Commissioner-General for Mexico. Chief of the Bureau of Exposition and Industries.
- Ockerson, Colonel J. A., Chief, Department of Liberal Arts, Louisiana Purchase Exposition. Member of the Mississippi River Commission, Member Jury, Paris Exposition, 1900.
- Parker, Geo. W., Chairman, Manufactures Department Jury. Director, Louisiana Purchase Exposition Co. Railway Official. St. Louis.
- Powelson, F. W., Professor, Harvard University.
- Reid, Walter F., Governor of the National Physical Laboratory, Great Britain. Chairman, London Section Society of Chemical Industry. Fellow of the Institute of Chemistry. Fellow of the Chemical Society, etc.
- Rogers, Howard J., Chief, Department of Education, Louisiana Purchase Exposition and Paris Exposition, 1900. Director of International Congress. Deputy Commissioner of Education for New York State. Albany.
- Shapleigh, A. L., Director, Louisiana Purchase Exposition Co. Chairman, Physical Culture Department. Treasurer, Norvell-Shapleigh Hardware Co. St. Louis.
- Shugio, H., Vice-Chairman, Art Department Jury. Government Expert of the Local Government of Hiro Shimaken. Imperial Japanese Commissioner to the Louisiana Purchase Exposition, and Fine Art Commissioner, Japan.
- Smith, Willard A., Chief, Department of Transportation, Louisiana Purchase Exposition and Paris Exposition, 1900, and Columbian Exposition, 1893. Editor and proprietor of the Railway Engineering and Review. Chicago.
- Steinbiss, Carl, Royal Railroad Director. Germany.
- Stevens, Walter B., Secretary, Louisiana Purchase Exposition.
- Von Stibral, Adalbert R., Commissioner-General for Austria. Councillor of the Ministry of Commerce.
- Sullivan, James E., Chief, Department of Physical Culture, Louisiana Purchase Exposition. Secretary, A. A. U. of the United States. Chairman of the World's Fair Athletic Championship, Chicago, 1893. Assistant Director of Athletics for the United States, Paris Exposition, 1900. Athletic Director, Pan-American Exposition. New York.
- Taft, Prof. L. R., Agriculture College, Michigan.
- Taylor, Frederic W., Chief, Department of Agriculture, Louisiana Purchase Exposition, Pan-American Exposition, Omaha Exposition, etc.
- Tejima, Seichi, Commissioner-General for Japan. President, Higher Technical Institute of Tokio.
- Tolman, William H., Chairman, Department Jury. Secretary, American Institute Social Service. Member of the Jury, Paris Exposition, 1900. New York.
- Watson, Colonel Chas. N., R. E., C. B., C. N. G., Commissioner-General for Great Britain. Secretary, Royal Commission.



A THANKSGIVING COLOR SYMPHONY.

WRITTEN FOR THE "BOOK OF THE ROYAL BLUE"
BY STRICKLAND W. GILLMAN.

Thanksgiving Day approaches. All the fields are bare and brown,
The leaves are tinted likewise as they drip and drabble down,
But something else is browner—guess I hardly need to say
I'm hunting at the turkey that I'll help to put away.

The fallow fields are yellow; and the turnpike, and the corn
That lies in heaps of amber ears where shocks were seen of morn,
I know a richer gold than that—the luscious pumpkin pies
That bring the tears of gladness to a hungry fellow's eyes.

The grass along the borders of the parling pasture brook
Is vivid as in springtime—has an out-of-season look,
But I know something greener, it's the parsley and the cress
That make the toothsome trimmings for the turkey's dinner dress.

The leaves upon the sweetgum and the sumac are as red
As deepest dyes of sunset when the peaceful day is dead,
I know a something redder, it's the rich cranberry jelly
That lets the light sift through it—just as clear as any bell.

The sky is blue as that for which Italia is famed
Far bluer than the dazzling arch the summer sun inflamed,
But I know something bluer—and the memory makes me grin,
The blue-delft plates that mother 'll use to serve the dinner in.

The clouds that dot the azure are a glittering blinding white,
Like moon-embazoned snow drifts on a still December night,
But whiter still is something I've in mind, and no mistake;
The icing on the surface of that big Thanksgiving cake.

O tender is the heart of me with pictures such as these,
There's sweet, suggested sentiment in every passing breeze,
But tenderer and sweeter, in a more substantial way,

Are things with which the table will be
filled Thanksgiving Day.

Baltimore, November 5.

KEITH
GILVER

15
JUICY
LADS



TREASURY DEPARTMENT

UNCLE SAM'S CONSCIENCE FUND.

THE United States government has a variety of sources of income; but the oddest, and, indeed, the most novel wealth-producing factor in possession of any nation on the globe is found in the sentiment which impels a considerable portion of the American people to contribute to what is known as Uncle Sam's "Conscience Fund," says Waldon Fawcett in the Chicago Record-Herald.

This "Conscience Fund" is a repository of hoarded riches in the treasury department at Washington into which a golden stream is constantly pouring, but from which no money is ever withdrawn. It is made up wholly of contributions from persons who send sums to the government for the purpose of reimbursing Uncle Sam for money or its equivalent which has at some previous time been wrongfully taken or improperly withheld from the government by these persons, whose consciences later compel them to make restitution.

Of course the money received in this peculiar manner is not depended upon to keep in motion the wheels of any portion of the machinery of government. It is well that it is not, for the receipts fluctuate greatly in volume. To be sure, the gov-

ernment revenue received from other sources, such as duties, taxes, postage, licenses, etc., is not always uniform, but there are manifest no such pronounced "booms" and periods of depression as are likely to succeed one another in the business of the "Conscience Fund."

That these sops to troublesome consciences come into Uncle Sam's money-chest by fits and starts is by no means strange, when it is remembered that the government has no law or compulsion to make its delinquents pay. In most instances it does not even know of the existence of the indebtedness, and so it must simply wait until the debtor is ready and able to pay up.

It is noticeable that after the receipt of one or more large contributions to the mysterious fund is chronicled in the newspapers there is almost certain to be a flood of donations. Some of them come from persons who had thus only just learned how they might quietly set things right with Uncle Sam. Seasons of general prosperity also stimulate the business of the "Conscience Fund." At such times people who are doing well financially seize the opportunity to settle arrears with the government.

Of what importance the "Conscience Fund" is will be appreciated when it is explained that in less than a century Uncle Sam has received from voluntary contributors more than one-third of a million dollars. Prior to 1811 all "conscience" money received was turned into the general revenues without any account being kept of remittances, but in that year the receipts were so heavy that it was decided to create a special fund for the donations, and this was done. Of course, the "Conscience Fund" is an imaginary institution in that all the money received eventually finds its way to the accumulation of public money from which Uncle Sam pays his bills, but a separate record is kept of the monetary testimonials to the honesty of the American people.

The contributions to the "Conscience Fund" have ranged all the way from two cents to \$14,225.15. As a rule the very small contributions come from persons who have in one way or another evaded the payment of postage, while the large sums received are in most instances to reimburse the government for tariff duties which have been evaded. The latter, however, has shown a falling off in recent years. The returning American traveler is now subjected to so many petty and needless annoyances by the customs officials at seaports that the average citizen has his inherent Puritanical ideas of honesty somewhat dulled by his indignation.

Contributors to the "Conscience Fund" almost without exception conceal their identity. Some of them take the most extravagant precautions lest they be known. Frequently contributions are made through clergymen. There have been a number of instances in which jailers have performed such service for remorseful criminals and occasionally a relative or friend acts as intermediary, while the largest single contribution ever made to the "Conscience Fund" was forwarded to the secretary of state by a United States consul abroad.

After all, however, the majority of conscience-stricken individuals send the money themselves, but almost always with every possible safeguard against the discovery of the sender. Usually the postmark on the envelope is the only clue to even the whereabouts of the contributor. Many times the sole contents of an envelope directed to the "Conscience Fund" are a number of pieces of currency, and when a letter

does accompany the remittance it is usually penned in back-hand, printed or typewritten, and unsigned.

Most of the contributions for the "Conscience Fund" are transmitted by mail, but sometimes a remittance is received by express, and on a few occasions money has been taken to the treasury department at Washington by special messengers who would give no information as to its source. When a remittance is made by a penitent himself it almost invariably comes in the form of currency; but in a few instances coin has been sent. A Chicago man who considered that he owed the government \$1,665 adopted the novel scheme of cutting in two a bunch of bills, sending one-half of each piece of currency to the treasury at Washington and the other to the sub-treasury at New York. As the mutilated currency would be valueless until reunited by Uncle Sam, he thus made sure that his remittance reached the proper hands.

The "Conscience Fund" contributions reach Uncle Sam through a variety of different channels. Most of them are sent direct to the treasury department, or else addressed simply to "Conscience Fund, Washington, D. C."; but quite a few remittances of this kind are sent to the president at the White House; restitution for evasions of the postal regulations is frequently made to the post-office department; and pension frauds which form a large share of the misdeeds for which conscience-stricken mortals make amends to the government, are oftentimes set right by money deposited with the commissioner of pensions.

The treasurer of the United States endeavors to acknowledge the receipt of every conscience contribution; but in most instances the contributors have taken such care to conceal their identity that no means can be found to apprise them of the safe arrival of their remittance. On the other hand, some of the persons who square accounts with Uncle Sam are extremely anxious to know that the money has reached the right hands, and ask that a receipt be sent to a third party or acknowledgment made in some specified newspaper.

A large proportion of the persons who have sent money to the "Conscience Fund" have been prompted to take such action by conversion to religious belief. A letter received a short time ago from West Virginia read: "I have settled with the Lorde. I

am due the government too dollars, which find inclosed herewith. You need not send receipt, as the Lorde has already receipted. Yours in the Lorde." Occasionally money is sent with no word of explanation, and without being specifically addressed to the "Conscience Fund". In such cases the supposition is that it is intended for the fund, which is the only one of its kind under the government, and probably in the world, and it is duly deposited to the credit of this peculiar institution. Not all the contrite eitizens discharge their responsibilities with coin of the realm. For instance, there was the former government employe who sent back a rug he had stolen, but not, it may be added, until he had enjoyed the use of the article for five years and it had become sadly dilapidated.

Not long ago a man wrote to the treasury department and inquired whether if he made a confession in his own name the communication would be regarded as confidential. He was informed that there could be no guaranty of secrecy, since all letters to the department were placed in the public records, and it was suggested that he make his confession through a clergyman. Sometimes there is quite a little correspondence between the department and a person acting on behalf of an individual who wishes to reimburse Uncle Sam through the "Conscience Fund."

Mingled with the truly pathetic cases

are quite a number of more or less ludicrous atonements. One man wrote: "While I was employed as a letter carrier in a town which I don't mention here I stoled ten dollars from a letter. I got religion since, thank the Lord! and that ten dollars has been bothering me considerable. Nobody ever knew I took it, and there ain't no chance of me ever getting arrested for it, so I send hereby five dollars, which you will please put in the 'Conscience Fund,' for I want to do what's rite and proper." Another man informed the treasurer of the United States that he had experienced many twinges of conscience because of owing the government \$65. He had finally decided to ease his conscience by sending the \$10 which he enclosed, and he added that if this did not give him complete relief from the twinges he might send another \$10 at a later date.

All communications relative to the "Conscience Fund" are turned over to the secretary of the treasury, or rather to his private secretary, and are duly filed, forming a collection of epistles which is probably unrivaled anywhere in the world, unless it be by the accumulation of letters to Santa Claus at the dead-letter office. The remittances of course, ultimately find their way to the office of the treasurer of the United States, who, as has been noted, endeavors to make due acknowledgment of each contribution received.



UNCLE HENRY ON PLATFORMS.

BY S. F. KISER IN CHICAGO RECORD-HERALD.

They're fixin' up the platform for the battle that's on hand,
They're loadin' them with language we ain't s'posed to understand;
They're puttin' big words in 'em, so's to make 'em look immense,
They tell about whercases and the wherefore and the whence,
And there's lots of foolish people think they're splendid things, no doubt,
Havin' not the slightest notion as to what they're all about.

Why does each side have a platform? For to catch the votes, that's all,
And we'll hear a lot concernin' what they mean 'twixt now and fall;
They'll be sendin' glib-tongued fellers here and there and all around
For the purpose of explainin' that they're good and safe and sound,
And they'll put a meanin' in them that ain't there nor meant to be,
The whole thing's a game of bunko that's as plain as A, B, C.

The Republicans'll tell us that their platform's fair and strong,
And that every plank that's fashioned by the Democrats is wrong,
And the Democrats'll come and try to make us understand
That they've got the only platform that was ever justly planned;
They'll discover hidden meanin's where our trust's to be betrayed
In the "cunnin', wicked" platform the Republicans have made.

What's the good of these here platforms that go windin' in and out
And are made so common people don't know what they're all about?
What's the use of usin' language that means nothin' when you're through?
They could make it plain and simple if they only wanted to,
Here's a platform I will write you that, if things were on the square,
Would be all your party needed: "We'll be honest, we'll be fair".



RELAY, MARYLAND, AND THOMAS VIADUCT

THE ROYAL ROAD TO NEW YORK.

RELATING TO THE "ROYAL LIMITED" BETWEEN THE NATION'S
CAPITOL AND METROPOLIS.

It is an interesting fact that nearly one-tenth of the entire population of the United States lives within a distance of 226 miles, in almost a straight line, in the cities and towns located on the route of the famous Royal Blue Line, between Washington, Baltimore, Philadelphia and New York.

Besides the metropolitan quartette of cities named above, are the thriving cities of Wilmington, Del., Chester, Pa., Plainfield, Trenton, Elizabeth, Newark and Jersey City, N. J.; while between them lie the thickly-populated suburban villages.



LEAVING WASHINGTON.

Even though the proportion of population seems large, yet the western traveler who comes east for the first time really expects to find the thoroughfare solidly built up. Instead, there are long stretches of open country and great expanses of water.

To accommodate the great amount of travel which naturally exists between Washington and New York, a superior train service is essential. To this end the Royal Blue Line, as it is known, was established with through trains every other hour each

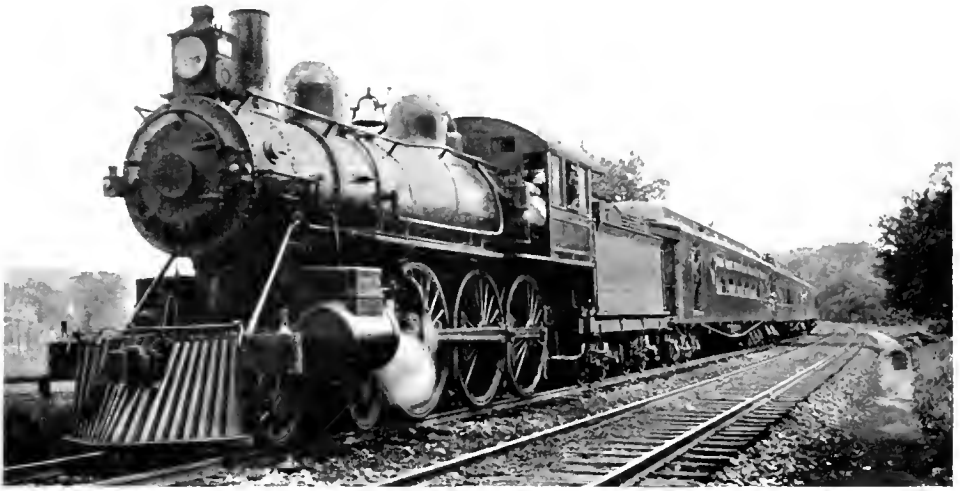
way. As the business grew it became necessary to run hourly trains between Washington and Baltimore and between Philadelphia and New York.

Within recent years this splendid service was greatly augmented by trains leaving the terminal stations on the stroke of the clock. For instance, all through trains from Washington to New York, leave Washington "every other hour on the odd hour," and the through trains from New York to Washington, leave New York "every other hour on the even hour." Between Washington and Baltimore, trains leave both cities "every hour on the hour" throughout the day, and the same service exists between Philadelphia and New York. The value of this arrangement to the traveling public is apparent; it is not necessary to carry a time table.

To this excellent arrangement of schedules, is added, a most superior train service; Pullman cars, either parlor or sleeping are on all trains; the coaches are of the very newest types that come from the shops from year to year; the dining car service is the best in the country. To be able to travel in a palatial train with no extra fare, other than the Pullman charge, a distance of 226 miles in five hours with every luxury, is certainly the climax of modern railroading.

Last September the writer, after transacting business in Washington, was compelled to be in New York at 8 o'clock P. M. of the same day.

The train selected was the "Royal Limited," which left the Baltimore & Ohio station at Washington at 3 o'clock in the afternoon, affording the fastest schedule of five hours and enabling me to keep my appointment. It was one of those beautiful September days and the impressions received were delightful.



THE "ROYAL LIMITED."

Less than ten minutes after leaving the station, the historic dueling grounds of Revolutionary times at Bladensburg, with the old Calvert Mansion in the distance, was swiftly passed, and within the next twenty-five minutes Relay, Md., was reached.

There is something about Relay that arouses interest, other than the very picturesque locality.

"Relay" was so called because it was the first station out of Baltimore where horses were changed way back in 1830, when the

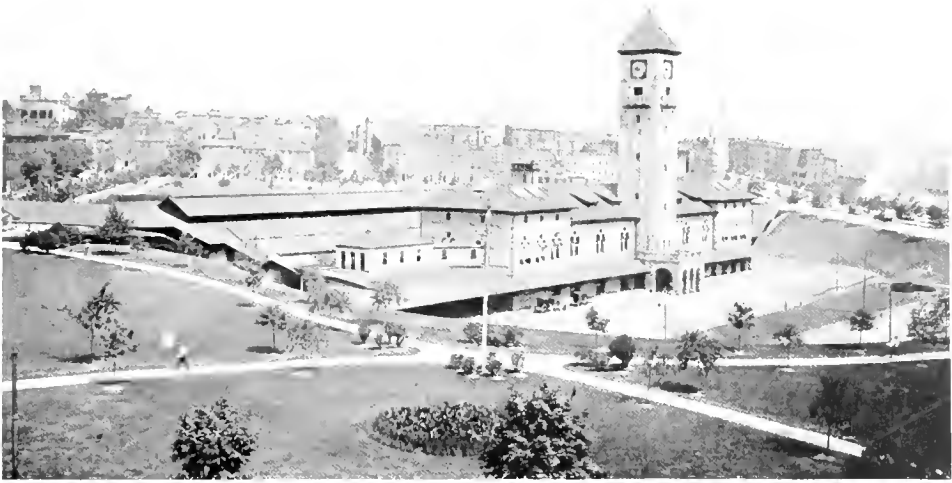
Baltimore & Ohio, the first American railroad, transported its cars by horse-power before the steam locomotive came into use.

The great stone-arched railroad bridge, called the "Thomas Viaduct", over the Patapsco River, which was built in 1829, still remains the oldest and grandest monument of its kind in the world.

In just forty-five minutes the train pulled into Camden Station at Baltimore, and inside of ten minutes more had passed through the great electric tunnel to Mount Royal, the up-town station.



THE PATAPSCO RIVER



MOUNT ROYAL STATION, BALTIMORE

A word as to the tunnel. Something over a mile and one-eighth in length with no ventilating shafts, except those at each end, it is the most remarkable tunnel of its kind, from the fact that it is entirely free from gases and noxious vapors. These unpleasant features are avoided by the use of electric motors, which are attached to all trains, thereby enabling the engineers on the road-locomotives to shut off steam. This tunnel has been an object of interest to all the civil engineers of foreign countries, as well as our own.

Mount Royal Station, while in the heart of the residential section of Baltimore, instead of being an eyesore to the community, which railroad stations often are, is a most beautiful building architecturally; located in a sunken park or garden, thus beautifying a section of the city, which was formerly a disagreeable "hole in the ground". Municipal Art Committees of the different cities can obtain a good pointer from Mount Royal Station.

From Baltimore to the Susquehanna River is a series of small hamlets or villages, not



THE BALTIMORE & OHIO BRIDGE OVER THE SUSQUEHANNA



THE FAMOUS RIVER DRIVE, PHILADELPHIA'S FASHIONABLE BOULEVARD AT FAIRMONT PARK.

thickly populated. A glimpse of the upper arm of the Chesapeake Bay is obtained every now and then, and when the Susquehanna is crossed, a grand view of the mouth of the river and bay is obtained. From the great bridge, which is ninety feet above the water, magnificent views of the country are seen in every direction.

Havre de Grace lies on the hills to the east of the railway. At one time this city aspired to become Capitol of the United States.

The first stop out of Baltimore is Wil-

mington, Del., of Revolutionary fame, on Brandywine Creek not far from where the battle of Brandywine was fought in 1777.

Philadelphia was reached at 5.50 p. m. at the 24th Street Station on the Schuylkill River. No more time is consumed at Philadelphia than is necessary to change engines and announce the ready dinner in the dining car.

Leaving Philadelphia, the railroad passes through almost the entire length of Fairmont Park, on elevated tracks, affording most excellent landscape views of this



PHILADELPHIA STATION.

remarkable recreation ground. The lengthening shadows of evening enhanced the beauties of nature; and the splendid boulevards along the Wissihicken and Schuylkill Rivers, were thickly dotted with equipages and automobiles of every description denotive of the metropolitan city.

The two remaining buildings of the Centennial Exposition of 1876 are now used as



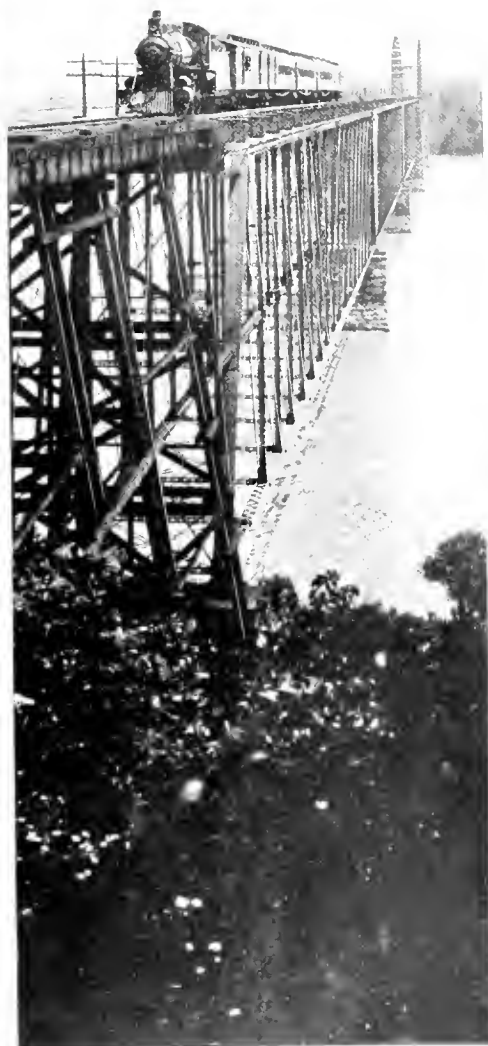
COLUMBIA BRIDGE, FAIRMONT PARK

a horticultural garden and museum respectively. The Centennial, which was the biggest World's Fair up to its time, occupied 336 acres, while that of the Louisiana Purchase at Forest Park, St. Louis, covers 1,240 acres, nearly four times the space.

An American has great pride in his country's railroads, and whatever his business calling, is always interested in railroad affairs, whether it be engineering, transportation or traffic, and consequently he reads all the railway news in the daily papers and their advertisements as well. With that same pride of ownership, the writer walked through the "Limited" to inspect.

First impressions are lasting, and dominate final opinions; and although not of a Sherlock Holmesian type, my opinions were deduced as follows:

That it was a handsome train; that it was all it was advertised to be, and that it can



CROSSING THE SUSQUEHANNA



FALLS BRIDGE AND RIVER DRIVE.

be recommended to others. The parlor cars had an air of prosperity about them; the buffet car reminded one of his club; the observation car suggested luxurious leisure, and the dining car, well, that was something out of the ordinary. There are several big hotels in the country that are highly reputed for their excellent cuisine and service, but the dining-car service of the Baltimore & Ohio Railroad is their equal in every

detail. A most beautiful car it was in the first place: the individual electric candelabra at each table with its sombre red shade diffusing a soft light on the spotless linen, the dainty china and glass, the bright silver, the quiet but prompt service, and most of all the appetising viands, indeed suggested the hotel, in honor of which the car was named. On the bottom of the menu card was the legend, "Meals one dollar." My only regret



THE BUFFET SMOKER.



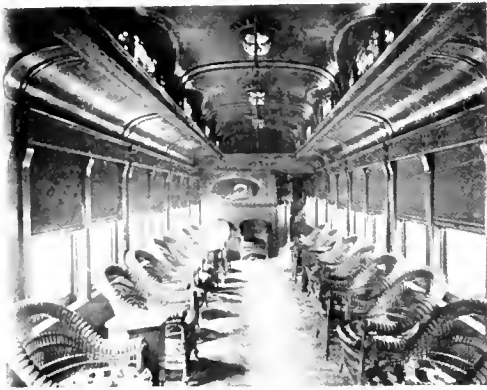
THE OBSERVATION CAR.

was that the car wasn't to be side tracked in New York for my personal patronage.

The lights of the swift passing towns bespoke the passage through thickly-settled New Jersey, and a few minutes later the distant lights of the great metropolis appeared; then across the two-mile bridge over Newark Bay, with the black hulls of various shipping lying sullen in the rippling water, with only their signal lamps showing, and Communipaw, the old Dutch settlement, better known now as Jersey City, was reached at exactly 7.48 P. M.



DINING CAR



BUFFET SMOKER

The most impressive sight in America is the sky-line of New York City, from the water, whether it be day or night. At night it is awesome. The millions of lights, the high black buildings, the halo above, are wonderful.

With a last glance down the Hudson at the distant lamp in the hand of the Statue of Liberty, as the ferry boat approached the slip at Liberty Street, my thoughts leaped to France, who were then mourning the death of the great Bartholdi, who had passed beyond. The boat landed. The clock was striking eight.



SOME EARLY RAILROAD HISTORY.

WHEN THE STATE FOUGHT THE RAILROADS.

BY COL. A. K. M'CLURE IN THE PITTSBURG GAZETTE.

THE administration of Gov. Shunk, marked the advent and mastery of the steam railway in transportation. The question of constructing railways was earnestly agitated in Pennsylvania some years before the locomotive had been developed, and when the railway line was expected to be merely a tram road with cars to be drawn by horses.

John Stevens, of New York, a man of broad, progressive ideas, who was abreast with Fulton in the development of the steamboat, was the man who first urged the construction of railways. His steamboat, the Phoenix, that ran on the Delaware and Connecticut rivers, was brought to the Delaware by sea, and was the first steamboat to brave the waves of the ocean. As early as 1812 he publicly advocated the theory of carriage by rail, and predicted the practicability of using steam. He appealed to his own state of New York, but was turned down as a pestiferous crank, just as Prof. Morse was when he first went to congress for aid to construct a telegraph line.

In 1823, after having been repelled in several other states, Mr. Stevens, then at the advanced age of 74 years, made a personal appeal to the Pennsylvania legislature to construct a railway from Philadelphia to Columbia. He named such men as Stephen Girard, Horace Binney and John Conley of this city, with Amos Ellmaker of Lancaster, among his incorporators, and Conley was made president of the company. The franchise was given for the period of 50 years, and preliminary surveys were undertaken, but it is evident that the men named as incorporators were not heartily enlisted in the work, as Stevens was never able to raise the sum of \$5,000 to complete a mile of the road.

Another charter was granted by the same legislature for the Columbia, Lancaster & Philadelphia Railroad, but no attempt was ever made to vitalize the enterprise.

The necessity for a railway from Philadelphia to connect with the canal at Columbia became more generally appreciated each year, and as all individual and corporate

efforts had failed, the board of canal commissioners ordered a series of preliminary surveys, and the legislature of 1828 authorized the construction of the road from Philadelphia through Lancaster to Columbia by the state.

It was not a popular measure throughout the commonwealth, as the great mass of the people believed that the investment of state money in railways was little less than extravagant waste, and the appropriations were very grudgingly made for the construction of the road, and it was not until April, 1834, that a single track was completed between Philadelphia and Columbia.

The locomotive had just made its appearance and the first train that passed over the new line from Columbia to Philadelphia on the 16th day of April, 1834, had secured a locomotive known as Black Hawk, then regarded as the finest engine that had been constructed. They did not venture to make the entire trip in one day, but on the 15th the run was made from Columbia to Lancaster, where the party rested overnight. On the morning of the 16th the train left Lancaster at 8 o'clock and arrived at the head of the Schuylkill incline plane at 5:30, making the trip from Lancaster to Philadelphia in eight hours and a half.

So little confidence had the managers in the endurance of the locomotive that an empty horse car followed the locomotive train with relays of horses at different points to rescue the party in case the locomotive gave out. They had much difficulty with the locomotive and at times the passengers had to get out and give a healthy push to aid it in starting.

It is difficult for our people in this progressive age to understand the desperate resistance made by the people generally throughout the state to the introduction of railroads. When Pennsylvania at an early day had given liberal assistance to the construction of turnpikes, making continuous lines from Baltimore and Philadelphia to Pittsburgh, it was accepted that our commonwealth was in the very front of progress

and our turnpikes developed an immense industry in what was known as the Conestoga wagons. Hundreds of six-horse teams, with immense covered wagons, were constantly on the highways, as they transported commerce and trade between the east and west, and they created what formed a very powerful political factor, in opposing the introduction of railways, in the "wagon tavern."

Every few miles along our through turnpikes was found the wagon tavern. There was one or more in every village and well-to-do farmers whose homes were on the turnpikes ran the wagon tavern as a side industry. All of them had very capacious yards about the barn to accommodate the teams during the night. Excepting in extremely inclement weather the horses always stood out securely attached to their wagons. Hay and oats were furnished for the horses at very moderate prices and the driver could obtain a "snack" or cold lunch in the evening, a bed, hot breakfast and an evening and morning drink of whisky for 25 cents.

The proprietors of the wagon taverns were generally men of influence in the community and when the proposition to construct railways was seriously urged the wagon drivers and wagon tavern keepers made a most aggressive battle.

Mass meetings were held along the lines of the turnpikes to protest against the introduction of railways, which were declared to be of doubtful utility and which could be successful only by the destruction of one of the important industrial interests of the state, that had immense sums of money invested and which would certainly be destroyed. Political orators, always ready to cater to popular prejudice, delivered most fervent harangues against the proposed injustice of bringing ruin to the great industrial interests which centered in wagon transportation. In some instances senators and representatives were elected solely on that issue.

Fortunately the progress of the railroad was so gradual that there was no violent destruction of the wagon transportation interests and the grand old Conestoga wagon, with its team of six magnificent horses, usually elegantly caparisoned, gradually perished in Pennsylvania.

As early as 1829 the public-spirited business men of Baltimore appeared before the Pennsylvania Legislature and asked for a

charter for a road from Baltimore to the Susquehanna river, thence to the borough to Carlisle in the Cumberland Valley. The committee of the senate reported that it would be against sound public policy to grant the franchise, and the measure failed. The chief reason given for excluding the Baltimore Railroad was that the board of canal commissioners had authorized a survey for a road from Harrisburg to Chambersburg and thence by way of Gettysburg to York, and in 1831 an act was passed for the incorporation of the Cumberland Valley Railroad Company.

The progress of the work was very slow, and the franchise was forfeited for want of subscriptions to the stock, but the legislature extended the time, and on the 2d of June, 1835, sufficient stock had been subscribed to warrant the governor in issuing letters patent creating the company. The bill rechartering the United States bank as a state institution required the bank to subscribe \$100,000 to the capital stock of the company, and Mr. Nicholas Biddle, president of the bank, not only paid the \$100,000 subscription, but gave an additional \$100,000 to aid the enterprise, but when the bank failed in 1839 the stock of the Cumberland Valley Railroad was hardly worth enumerating among the assets.

The men engaged in the enterprise were confronted time and again with almost insuperable obstacles for want of means, and finally it was completed by a large issue of 25 and 50-cent paper money, then commonly known as "shinplasters." Money was extremely scarce after the financial revulsion of 1837, and the people were willing to receive anything in the similitude of money that had any fair semblance of credit.

The road was opened with great ceremony from Harrisburg to Carlisle on the 16th of August, 1837; on the 10th of November the same year it was formally opened to Newville and on the 16th of the same month the shrill scream of the iron horse was first heard in Chambersburg, where there was a great military and popular display.

The interest exhibited by the people of Philadelphia and of Baltimore for the creation of railroad facilities in transportation was quickened by the heroic achievement of New York in the completion of the Erie canal in 1825. Until that time Philadelphia was the metropolis of finance, commerce and trade, and possessed the largest

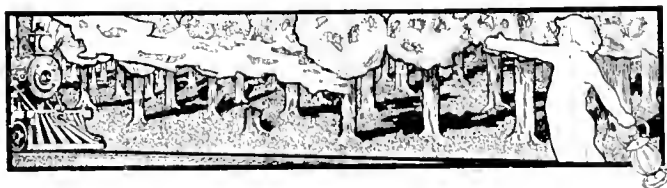
population of any city in the country, but the completion of the great water highways from Lake Erie to the sea gave an advantage to New York that steadily drained Philadelphia of her money and commerce, and the decline of Philadelphia was greatly hastened by Jackson's withdrawal of \$8,000,000 of government deposits from the United States bank, by the financial crisis of 1837, and by the later failure of the great banking institution.

Strange as it may seem, the Baltimore & Ohio Railroad, then completed from Baltimore to Cumberland, was in advance of the people of Philadelphia in pressing for an all-rail line from the eastern coast to the waters of the Ohio at Pittsburg, and the first bill providing for the incorporation of the Pennsylvania Railroad Company, proposing to construct a line from Harrisburg to Pittsburg, was prepared and presented to the legislature without the knowledge of the Philadelphia business men. The Baltimore & Ohio Railroad had obtained from the Pennsylvania Legislature in 1845 a franchise for the extension of the road from Cumberland to Pittsburg. As there was then no proposition to construct any other railway

line in the state, little opposition was exhibited to the project of the Baltimore & Ohio Railroad.

The man who first conceived and prepared the bill for the incorporation of the Pennsylvania Railroad Company was Capt. Samuel D. Karns. He was jolly and companionable, and one of the most popular of the captains of the packet boats on the canal during the summer season, and in the winter he made his home at Harrisburg, and paid the expenses of what would now be regarded as rather a frugal livelihood, by picking up small fees as a lobbyist. He did not pretend to debauch legislators, but gave such attention to little matters of personal legislation as made parties willing to pay him the small fee he demanded.

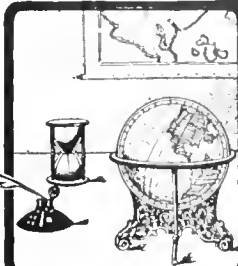
When the legislature of 1846 met Philadelphia had become thoroughly aroused to the importance of having a through railway line, and the only through line in the state, from the Atlantic Coast to Pittsburg, and the charter of the Pennsylvania Railroad Company was ready when the legislature opened, and a large and powerful lobby of Philadelphia business men on hand to press its passage.





Stub Ends of Thought

By ARTHUR G. LEWIS.



THERE is a great deal of good in human nature, if we look below the surface of our prejudice for it.

Those whose ordinary lives run through the lighted places of the world, are generally slow to lift from the shadows, some follow to share their sunshine.

How often we close our eyes and grope in the darkness of our own stupidity.

It is cowardly to ourselves and contemptible in the eyes of others to take advantage of an intellectual superiority.

The muddled mind of ignorance is prone, to measure other ideas with its own.

The star of appreciation lights the highway of effort.

Real manhood stands straight in the line of life's duty, guiding to the right and marking time in preparation for the march of purpose.

The heart of love finds new life in words of praise, that are breathed from the lips we kiss.

How small the minds whose petty prejudice permits their envy of another's worth to mark the absence of their own.

The morbid confession of a fault is often cruel and unkind, and is best atoned for by the remorse and sacrifice of silence.

Brain principle sometimes has to be sacrificed upon the altar of heart sentiment.

POPULARITY is a condition of good fellowship, that lives largely on the cupidity of abandoned generosity.

SAY what you think, and do your best. A failure of experience is often preferable to a success of chance.

MEN of meager intellectual weight, unconsciously bend the knee of recognition to those whom they detest for virtue not their own.

WE all live alone to some extent within the circle of our individual world, and only find the end of ambition there.

ANGER, like wine, places human nature in a false and exaggerated condition, until the re-action of regret brings about its normal level again.

SOME men fail too much to secure anything beyond the patronage of pity, others succeed too well to find more than envy in the world's eyes.

DREAMS and hopes that come into our lives and prove to be but fiction when we wake, add strength to-day, with hope for night and rest, and rob sleep of its fear.

EVERY person we meet, leaves some sort of impression, favorable or unfavorable, that lives with us as long as our memory of that person lasts.

NO man ever yet truthfully said that he loved anything beyond his power to control, or without the circle of his own ability.

TO-MORROW.

BY ARTHUR G. LEWIS.

Let the ocean of life be deep as it may,
If the memory of something is sacredly sweet,
For the flower of success is fragrant they say,
Beside the dead leaves of remembered defeat.
If the brook-stream of youth runs clear as before,
When love and ambition widened its shore,
And the pang of regret in our heart is at rest,
We can look for to-morrow and hope for the best.

"STUB ENDS OF THOUGHT," in book form, can be obtained from the author, Mr. Arthur G. Lewis, 10 Grandy Street, Norfolk, Va., for \$1.25, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 15, 1904	No. 504 DAILY		No. 526 EXCEPT SUNDAY 5 HOUR		No. 522 EXCEPT SUNDAY		No. 502 DAILY		No. 524 "ROYAL LIMITED" DAILY 5 HOUR		No. 508 DAILY		No. 516 DAILY		No. 546 DAILY		No. 512 DAILY	
EASTWARD	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
LV. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	3.00	-----	-----	-----	-----	-----	-----	-----	-----
LV. BALTIMORE, CAMDEN STATION	7.55	9.55	9.55	11.55	1.55	3.45	6.00	9.00	12.39	3.51	-----	-----	-----	-----	-----	-----	-----	-----
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.67	11.54	1.59	3.52	6.05	9.05	12.44	3.56	-----	-----	-----	-----	-----	-----	-----	-----
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.50	8.19	11.40	3.10	6.00	-----	-----	-----	-----	-----	-----	-----	-----
AR. NEW YORK, LIBERTY STREET	12.36	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.52	8.32	-----	-----	-----	-----	-----	-----	-----	-----
AR. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50	-----	-----	8.35	-----	-----	-----	-----	-----	-----	-----	-----

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE MAY 15, 1904	No. 505 DAILY		No. 517 EXCEPT SUNDAY		No. 501 DAILY		No. 527 DAILY 5 HOUR		No. 507 DAILY		No. 509 "ROYAL LIMITED" DAILY		No. 503 DAILY		No. 511 DAILY		No. 515 DAILY	
WESTWARD	NIGHT	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	NIGHT	-----	-----
LV. NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	6.55	8.55	12.10	-----	-----	-----	-----	-----	-----	-----	-----	-----
LV. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	7.00	9.00	12.15	-----	-----	-----	-----	-----	-----	-----	-----	-----
LV. PHILADELPHIA	7.40	10.32	12.37	2.08	4.17	6.18	8.36	9.30	3.35	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.44	4.07	6.16	8.16	10.55	11.32	6.00	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. BALTIMORE, CAMDEN STATION	9.52	12.53	2.48	4.11	6.20	8.20	11.00	11.36	6.05	-----	-----	-----	-----	-----	-----	-----	-----	-----
AR. WASHINGTON	10.50	1.50	3.50	6.00	7.20	9.10	12.10	12.31	7.26	-----	-----	-----	-----	-----	-----	-----	-----	-----

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
LV. NEW YORK, SOUTH FERRY	9.55 AM	1.55 PM	3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM	-----
LV. NEW YORK, LIBERTY STREET	10.00 AM	2.00 PM	4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	-----
LV. PHILADELPHIA	12.37 PM	4.17 PM	6.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM	-----
LV. BALTIMORE, MT. ROYAL STATION	2.44 PM	6.16 PM	8.00 PM	10.55 PM	9.48 AM	9.48 AM	11.32 PM	-----
LV. BALTIMORE, CAMDEN STATION	3.00 PM	6.30 PM	8.00 PM	11.10 PM	10.00 AM	10.00 AM	11.36 PM	-----
LV. WASHINGTON	4.05 PM	7.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM	-----
AR. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----
AR. PITTSBURG	-----	-----	7.15 AM	-----	7.45 PM	-----	9.00 AM	LV. 4.30 PM
AR. CLEVELAND	-----	-----	12.35 PM	-----	-----	-----	-----	9.50 PM
AR. WHEELING (EASTERN TIME)	-----	7.35 AM	-----	-----	-----	-----	-----	LV. 5.20 PM
AR. COLUMBUS	-----	10.35 AM	-----	-----	-----	-----	-----	9.10 PM
AR. CHICAGO	-----	7.30 PM	-----	-----	9.00 AM	-----	-----	7.40 AM
AR. CINCINNATI	8.05 AM	-----	-----	6.35 PM	-----	2.35 AM	-----	-----
AR. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	-----	-----	-----
AR. LOUISVILLE	11.52 AM	-----	-----	9.30 PM	-----	7.55 AM	-----	-----
AR. ST. LOUIS	6.00 PM	-----	-----	7.23 AM	-----	12.30 PM	-----	-----
AR. OHATTANOOGA	6.00 PM	-----	-----	6.25 AM	-----	-----	-----	-----
AR. MEMPHIS	11.00 PM	-----	-----	8.30 AM	-----	-----	-----	-----
AR. NEW ORLEANS	10.00 AM	-----	-----	8.00 PM	-----	-----	-----	-----

^A Train No. 5 makes connection at Cumberland.

Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	Nos. 14 & 46 EXPRESS DAILY	Nos. 14 & 46 EXPRESS DAILY
LV. CHICAGO	-----	-----	3.30 PM	10.40 AM	-----	-----	7.30 PM	7.30 PM
LV. COLUMBUS	-----	-----	-----	7.10 PM	-----	-----	-----	-----
LV. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.25 AM	-----	-----	-----	10.50 AM
LV. CLEVELAND	-----	-----	10.15 PM	-----	1.00 PM	-----	-----	-----
LV. PITTSBURG	-----	-----	8.00 AM	-----	9.00 PM	6.30 PM	1.00 PM	-----
LV. ST. LOUIS	* 8.62 AM	2.05 AM	-----	-----	-----	8.27 PM	-----	-----
LV. LOUISVILLE	* 2.10 PM	8.10 AM	-----	-----	-----	2.30 AM	-----	-----
LV. INDIANAPOLIS	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
LV. CINCINNATI	* 6.35 PM	12.10 PM	-----	-----	-----	8.10 AM	-----	-----
LV. NEW ORLEANS	-----	7.05 PM	-----	-----	-----	9.15 AM	-----	-----
LV. MEMPHIS	-----	6.50 AM	-----	-----	-----	8.40 PM	-----	-----
LV. CHATTANOOGA	-----	10.40 PM	-----	-----	-----	-----	-----	-----
LV. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----
AR. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.46 AM	11.05 PM	11.05 PM
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	12.26 AM	12.26 AM
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM	12.44 AM
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.10 AM	3.10 AM
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.52 AM	6.52 AM
AR. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	-----	-----

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR" — NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR" — WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Sleeping Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner table d'hote, Philadelphia to New York

No. 528. Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.

No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Baltimore.

No. 527. Five Hour Train. Parlor Car New York to Washington. Dining Car, table d'hote, New York to Philadelphia.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Buffet Drawing Room Sleeping Cars New York to Cincinnati and Pittsburg.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Baltimore to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Combination Buffet-Observation Parlor and Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Buffet serves supper; Dining Cars serve balance of meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 55. Drawing Room Sleeping Car New York to St. Louis. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Washington. Buffet-Observation Parlor and Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland. Buffet Drawing Room Sleeping Car Chicago to Wheeling.

No. 46. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent; B. F. BOND, District Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 369 Washington Street, J. P. TAGGART, New England Passenger Agent, E. E. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 363 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Ellicott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. McCREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 214 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. McKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 130 Walnut Street. Traction Bldg., J. B. SCOTT, District Passenger Agent; C. H. WISEMAN, City Ticket Agent; J. E. BUCHANAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; WM. BROWN, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2010.
CLEVELAND, OHIO, 211 Superior Street, M. G. CARREL, Division Passenger Agent; G. W. SQUIGGINS, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 8 North High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., J. T. LANE, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. AMMOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., C. E. DUDROW, Traveling Passenger Agent.
KANSAS CITY, MO., Box 264, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELIN, Ticket Agent.
LOUISVILLE, KY., B. & O. S.-W., 104 and Main Sts., R. S. BROWN, District Passenger Agent; J. G. ELGIN, City Passenger Agent; EVAN PROSSER, Traveling Passenger Agent; J. B. DORSEY, City Ticket Agent. 7th St. Station, A. J. CRONE, Ticket Agent.
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ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
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WHEELING, W. VA., B. & O. Station, T. C. BURKE, Traveling Passenger Agent; A. L. IRWIN, Station Ticket Agent. McLure House, O. R. WOOD, City Ticket Agent.
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WINCHESTER, VA., T. B. PATTON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent,

Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,

Baltimore & Ohio Lines West, Chicago, Ill.

D. B. MARTIN, Manager Passenger Traffic,
Baltimore & Ohio R. R., Baltimore, Md.



Winter Tourist Rates

TO

FLORIDA

and principal points
in the

SOUTH

including

Aiken, S. C.	Jacksonville, Fla.	Palatka, Fla.
Asheville, N. C.	Key West, Fla.	Palm Beach, Fla.
Augusta, Ga.	Kissimmee, Fla.	Pensacola, Fla.
Camden, S. C.	Lake Helen, Fla.	Pinehurst, N. C.
Charleston, S. C.	Lake Toxaway, N. C.	Port Orange, Fla.
Daytona, Fla.	Magnolia, Fla.	St. Augustine, Fla.
De Land, Fla.	Melbourne, Fla.	Southern Pines, N. C.
Eau Gallie, Fla.	Miami, Fla.	Tampa, Fla.
Enterprise, Fla.	Mobile, Ala.	Tarpon Springs, Fla.
Green Cove Spgs., Fla.	Nassau, N. P.	Thomasville, Ga.
Havana, Cuba.	New Smyrna, Fla.	Waldo, Fla.
Hot Springs, N. C.	Orange City, Fla.	Winter Haven, Fla.
Houston, Tex.		

Tickets on sale daily until April 30, 1905



For full particulars call on ticket agents

Baltimore & Ohio Railroad

Baltimore & Ohio

"The Inaugural Route"

Between
Chicago
and
Washington



Between
St. Louis
Louisville
Cincinnati
and
Washington

**All Trains via
WASHINGTON**

With Stop-over Privilege



"The Avenue of least resistance."

There are two routes.

One via Pittsburg and the other via Newark, Ohio.

Shortest route; no change of cars of any kind, either way.

Solid vestibuled express trains with Pullman Drawing-Room Sleeping Cars, Observation Cars and Dining Cars.



Between
Cleveland
and
Washington

Through Pullman Buffet Drawing-room Sleeping Cars, daily.



Between
Pittsburg
and
Washington

Three solid vestibuled trains each way, daily.

Parlor Observation Cars and Dining Cars in the day time and Pullman Drawing-room Cars at night.



Three solid vestibuled trains each way, daily.

Pullman Drawing-room Sleeping Cars, wide vestibuled coaches, unexcelled Dining Car service.

No change of cars. Shortest route. Best time.



THE BALTIMORE & OHIO

Is the natural highway from the West and Northwest to the
Capitol of the United States



WASHINGTON.



WASHINGTON is in many respects the most interesting city in America. It is the favorite place of pilgrimage for thousands of intelligent tourists, who are attracted from all parts of the world by the beauty of its streets and parks, the architectural proportions of its massive and many public buildings, the numerous statues and hundreds of other objects that interest the traveler.

The subject of having a territory under the exclusive jurisdiction of Congress was one of the first to receive the attention of the legislators of the new Republic, and the establishment of a permanent seat of government, two years after the form of government was adopted by the nation, was one of the most important acts of Congress in the early stages of the country's existence.

The Continental Congress opened its first session in Philadelphia, September 5, 1774, but on account of the advance made by the British army and other causes later on, it was compelled to keep up a peripatetic existence, moving from Philadelphia to Baltimore, thence back to Philadelphia, to Princeton, N. J., Annapolis, Md., Trenton, N. J., and New York, where it continued its place of meeting until the adoption of the Constitution of the United States in 1788.

The struggle for the location of the national capital began in the Continental Congress, and was only abandoned there to give place to graver matters which required the attention of that body, and to avoid the local irritation raised by the subject, then thought to be a serious question to the life of the new Republic.

In the first Federal Congress the matter was again made the subject of serious



Baltimore & Ohio

World's Fair Service

**New York, Philadelphia, Baltimore
Washington, Cincinnati and
St. Louis Line**

Three vestibuled trains daily each way comprise the excellent service between the Great Eastern Cities and the World's Fair. The "Nation's Highway" to the Louisiana Purchase Exposition. Trains are modern throughout. Coaches are marvels of comfort. Drawing-Room Sleeping Cars are spacious. Dining Car service unexcelled. Scenery world-renowned.

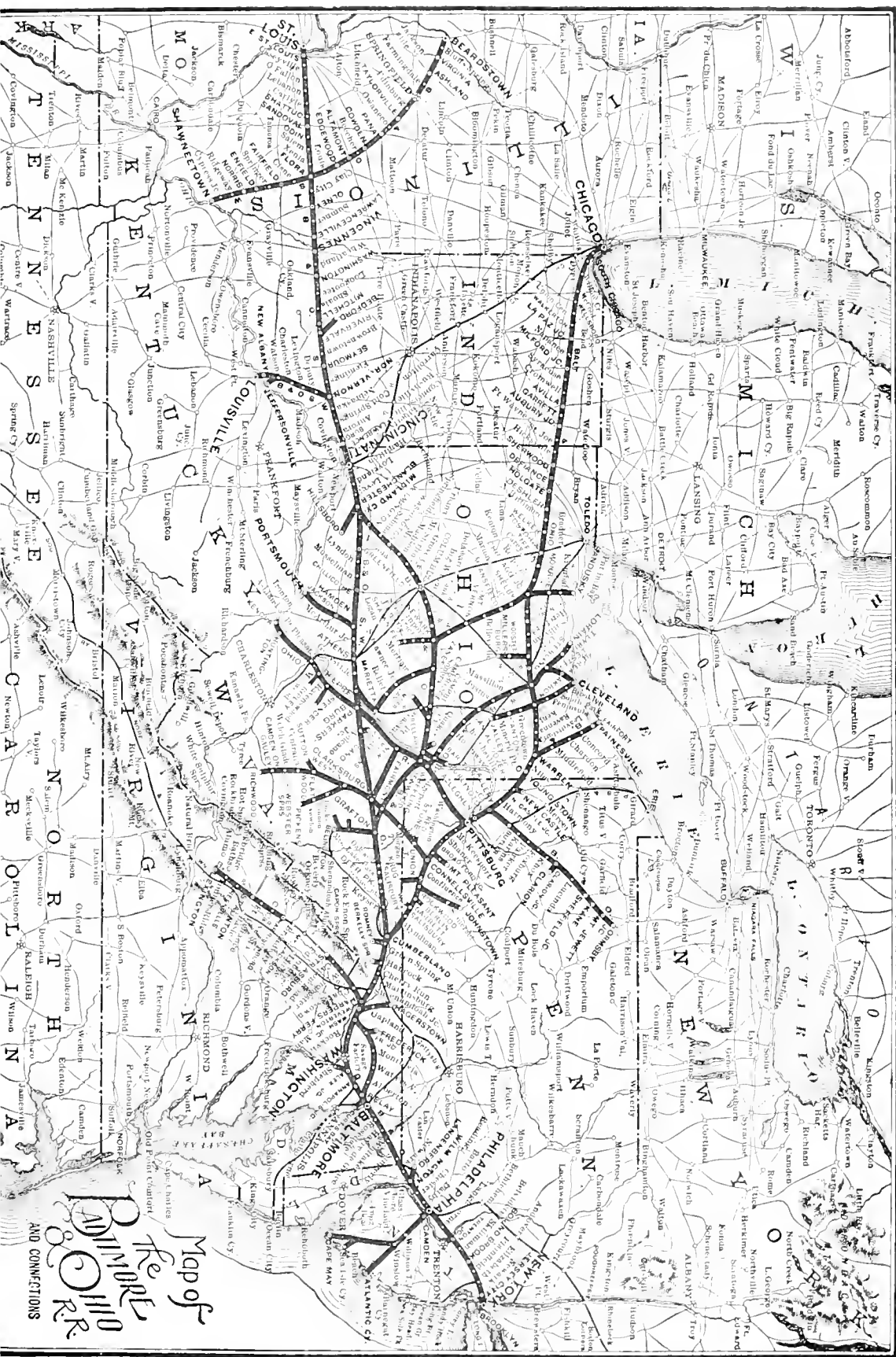
(See time tables herein.)

**Pittsburg, Columbus, Cincinnati
and St. Louis Line**

Three vestibuled trains daily each way comprise the excellent service between Pittsburg, Wheeling and St. Louis morning, noon and night. These trains have entirely new equipment. Day trains with Cafe and Dining Cars and the night trains with Drawing-Room Sleeping Cars. Coaches are of new design with spring-raising windows and sanitary ventilation.

The World's Fair Flyer leaves Pittsburg daily. Solid vestibuled train with through Coaches, Sleeping Car and Dining Car.

Lv PITTSBURG..	8:30 am	1:30 pm	8:50 pm
Lv WHEELING..	10:45 am	3:41 pm	11:25 pm
Lv COLUMBUS..	2:15 pm	7:00 pm	3:50 am
Ar CINCINNATI..	5:40 pm	10:30 pm	7:30 am
Ar ST. LOUIS	7:23 am	7:58 am	6:00 pm



Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1904



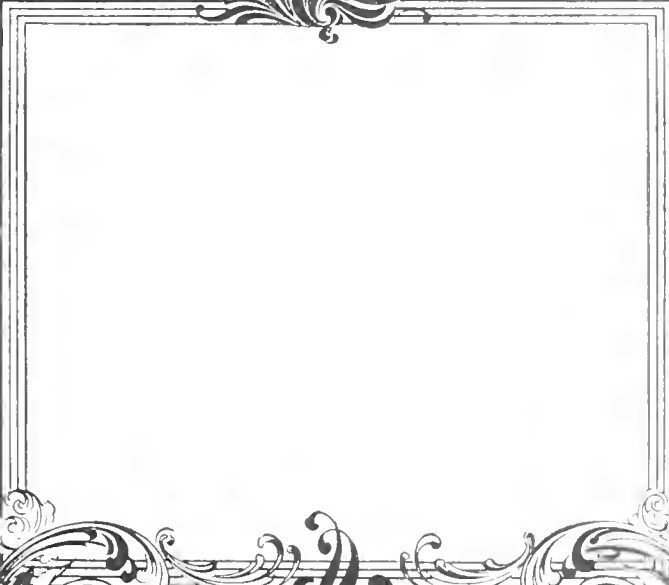
JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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31																											
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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29	30	31												31													
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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11	12	13	14	15	16	17	9	10	11	12	13	14	15	13	14	15	16	17	18	19	11	12	13	14	15	16	17
18	19	20	21	22	23	24	16	17	18	19	20	21	22	20	21	22	23	24	25	26	18	19	20	21	22	23	24
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							30	31																			

ROYAL BLUE TRAINS

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MANAGER PASSENGER TRAFFIC.
BALTIMORE, MD.

B.N. AUSTIN.
GEN'L. PASS. AGENT, CHICAGO.
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GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



ALL TRAINS VIA WASHINGTON
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WITH STOP-OVER PRIVILEGE



THE

Baltimore & Ohio

First railroad in America.
First railroad to obtain a charter, and bearing
without change its original charter name.
First to be operated for passengers and freight.
First to utilize locomotive power.
First to penetrate the Allegheny Mountains.
First to issue a time table.
First to use the telegraph.
First message sent by Morse from Baltimore to
Washington along its line.
First to connect the Atlantic Seaboard with the
Mississippi River.
First to employ electricity as a motive power.
First to introduce electric automobile service in
connection with passenger trains.
Most historic and scenic railroad in America,
and

RECEIVING THE

HIGHEST HONORS

AT



BALTIMORE & OHIO R. R.

EFFECTIVE NOVEMBER 27, 1904

TRAIN No. 7

"NEW YORK AND CHICAGO EXPRESS"

IS SCHEDULED TWO HOURS EARLIER

LEAVING NEW YORK 12.00 O'CLOCK NOON, PHILADELPHIA 2.14 P. M., BALTIMORE 4.30 P. M., WASHINGTON 5.30 P. M., ARRIVING CHICAGO 5.30 P. M. NEXT DAY, MAKING EXCELLENT CONNECTIONS WITH ALL INTERSECTING LINES FOR MICHIGAN POINTS, AND ALL EVENING TRAINS LEAVING CHICAGO FOR THE WEST AND NORTHWEST, AS FOLLOWS:

At FOSTORIA with Hocking Valley Train No. 33, leaving Fostoria 11.14 a. m., arriving Toledo 12.00 noon, arriving Detroit 4.20 p. m.

At DESHLER with C. H. & D. Train No. 6, leaving Deshler 12.52 p. m., arriving Toledo 2.20 p. m., arriving Detroit 4.10 p. m.

At DEFIANCE with Wabash Train No. 6, leaving Defiance 1.02 p. m., arriving Toledo 2.25 p. m.

At CHICAGO with trains leaving as follows: C. & A., 6.00, 9.00 and 11.40 p. m.; C. & N-W., 6.00, 7.00, 8.02 and 11.00 p. m.; C. Gt. W., 6.30 and 11.00 p. m.; Wis. Cent., 6.15 p. m.; Rock Island, 5.45, 6.05, 10.00 and 11.30 p. m.; Burlington, 6.10, 6.30 and 10.00 p. m.; Santa Fe, 6.00, 7.30 and 10.00 p. m.; Ill. Cent., 6.00, 6.20 and 9.00 p. m.; C. M. & St. P., 6.05, 6.30 and 10.25 p. m.; Pere Marquette, 11.55 p. m.; C. & E. I., 7.00, 9.30 and 11.40 p. m.; Wabash, 9.17 and 11.30 p. m.



BALTIMORE & OHIO R. R.

EFFECTIVE NOVEMBER 27, 1904

TRAIN No. 14

"CHICAGO, CLEVELAND AND PITTSBURG
EXPRESS"

IS SCHEDULED THREE HOURS LATER

LEAVING CHICAGO 10.30 P. M., ARRIVING AKRON
8.40 A. M., CLEVELAND 9.50 A. M., PITTSBURG 3.15 P. M.,
WITH BUFFET DRAWING-ROOM SLEEPING CAR
TO CLEVELAND, DRAWING-ROOM SLEEPING CAR
TO PITTSBURG, AND DINING CAR AKRON TO
PITTSBURG.

THIS LATER DEPARTURE FROM CHICAGO WILL
INSURE CONNECTIONS WITH MANY OF THE IM-
PORTANT TRAINS OF WESTERN LINES.

At Pittsburg connection will be had with the
"Duquesne Limited," leaving Pittsburg at 6.30 p. m.,
arriving Philadelphia 6.00 a. m. and New York
8.30 a. m., and with the "Washington and Balti-
more Express," leaving Pittsburg at 9.00 p. m.,
arriving Washington 6.30 a. m. and Baltimore
7.50 a. m. Solid vestibuled trains with Pullman
Drawing-Room Sleeping Cars.



Winter Tourist Rates

TO

FLORIDA

and principal points
in the

SOUTH

including

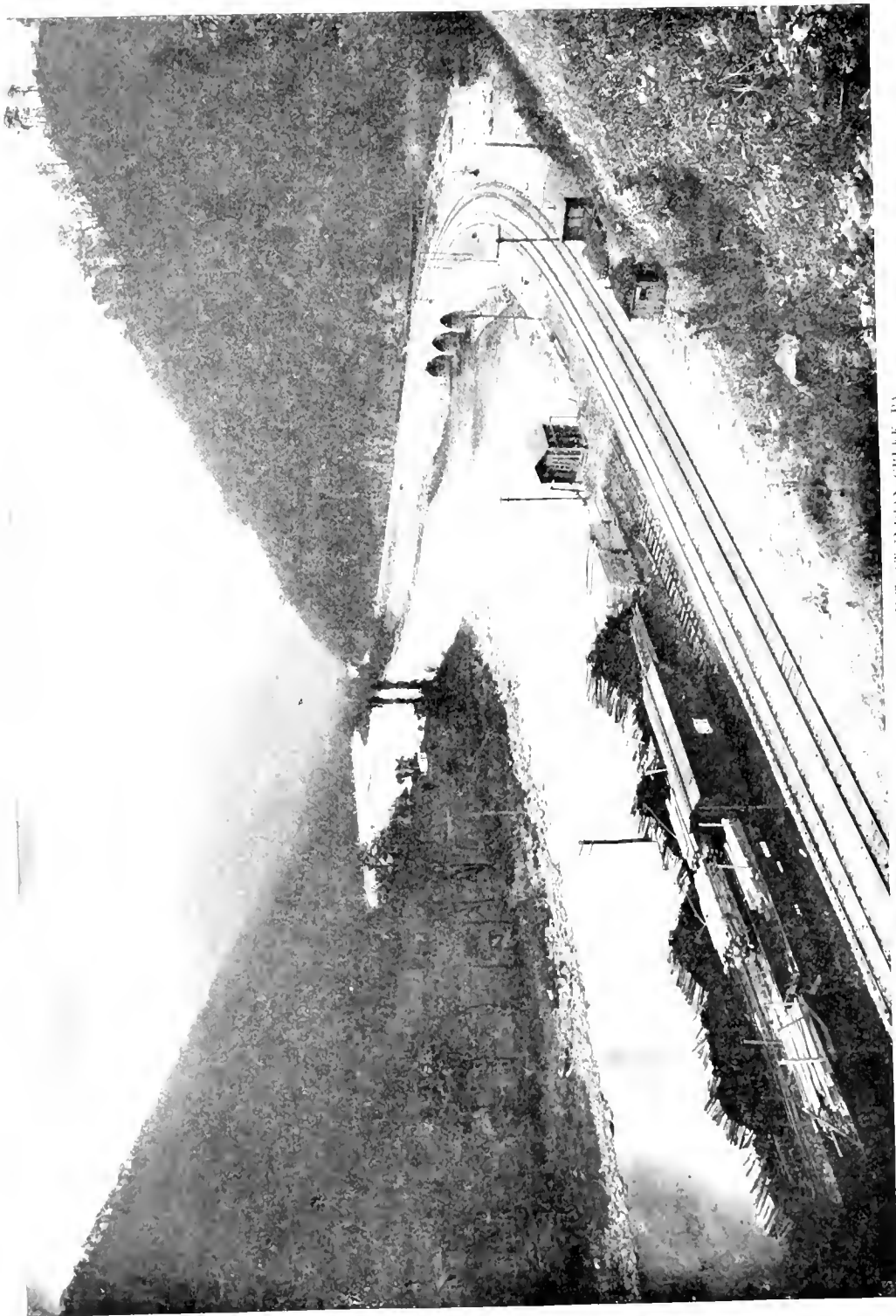
Aiken, S. C.	Jacksonville, Fla.	Palatka, Fla.
Asheville, N. C.	Key West, Fla.	Palm Beach, Fla.
Augusta, Ga.	Kissimmee, Fla.	Pensacola, Fla.
Camden, S. C.	Lake Helen, Fla.	Pinehurst, N. C.
Charleston, S. C.	Lake Toxaway, N. C.	Port Orange, Fla.
Daytona, Fla.	Magnolia, Fla.	St. Augustine, Fla.
De Land, Fla.	Melbourne, Fla.	Southern Pines, N. C.
Eau Gallie, Fla.	Miami, Fla.	Tampa, Fla.
Enterprise, Fla.	Mobile, Ala.	Tarpon Springs, Fla.
Green Cove Spgs., Fla.	Nassau, N. P.	Thomasville, Ga.
Havana, Cuba.	New Smyrna, Fla.	Waldo, Fla.
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Tickets on sale daily until April 30, 1905

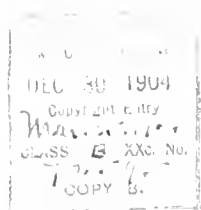


For full particulars call on ticket agents

Baltimore & Ohio Railroad



THE NEW BALTIMORE & OHIO VIADUCT AT INDIAN CREEK, PA.



BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY.

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VOL. VIII.

BALTIMORE, DECEMBER, 1904.

No. 3.

SWEET LITTLE WILLIE.

BY S. L. KISER.

Little Willie Wickersham
Never gave a door a slam,
 Never tracked
Through the house with muddy feet,
Never cried for things to eat
That were harmful, being sweet—
 It's a fact!

Little Willie never wept
When his face was washed; he kept
 Neatly dressed;
He would never scratch a chair,
Or go banging here and there,
Marring things, without a care
 In his breast.

Little Willie went to bed
When his happy parents said
 It was time;
He would not abuse the cat
Or make ugly faces at
People, thinking things like that
 Were sublime.

Little Willie Wickersham
Never warped his diaphragm
 Flipping cars;
He would not come in disgrace
Home from school to plead his case,
With his clothes torn and his face
 Full of scars.

He was ready to obey
When his parents ordered; they
 Didn't need
To repeat or emphasize;
If they called him he would rise
With a sparkle in his eyes
 To give heed.

He was not an angel, though,
As you may have fancied—no!
 It's a shame
And a pity to say more,
But his wings he only wore
For a month or two before
 Christmas time.

A STICK OF CANDY.

BEING THE CHRONICLE OF AN OLD MAN WHO BECAME ENTANGLED
IN A SOFTENING INFLUENCE.

BY STRICKLAND W. GILLILAN.

THE artist who would attempt to portray that southern Ohio winter sky on the particular day of which I write, would have to mix his strongest solution of Prussian blue, brightened and intensified by the addition of a liberal intermingling of ultramarine. Here and there the blueness was accentuated by a sharply outlined cloud that would have been white, had it not been for its restful contrast with the dazzling world below.

The landscape, when one's eyes had sufficiently accustomed themselves to it to look at all, was one huge, frozen, undulating glitter, relieved and limited only by a fringe of black fences and tree-skeletons here and there, and by the wonderful blue of the sky where the snowy horizon line was weirdly pasted upon it. On eastern hillsides the black fence rails drip-dripped and the black tree trunks were wet with the slow trickle. Twigs were hung with pendants of crystal from yesterday's reluctant half-thaw, and now and then a cold tear dropped from the end of each tiny icicle. Occasionally in the silence a bunch of sedge would rustle and straighten suddenly, and stand triumphantly looking down at the lump of snow that, with the subtle help of the persistent sun, lay vanquished at her feet, where it had fallen with a muffled thud.

As Old Man Beeson sat and warmed himself by his stingy fire of hickory limbs, he could look out over a mile or so of valley where the railroad tracks made a blackish streak through the general whiteness. At the head of one of the valley's little wooded spurs a squalid house with snow-laden roof nestled and sent up a wreath of palest blue that faded to muddy white when it showed against the vivid intensity of the blue above the sky-line. With his mind's eye he could see just as vividly the smokehouse, the pigsty and the cowshed that lay still farther up the little, pinched ravine, hidden from his physical sight by the dwelling itself. Black upon the hillside behind lay the apple orchard—Old Man Beeson could name for you just how many ramboes, Roman beauties, Smith's cider and bell-flowers were in that orchard, and how many rows from the north fence you would count to find each. He knew which ones took

the bitter rot last year, and which were almost past bearing.

"And it's mine—all mine!" he gloated involuntarily to himself. "Every twig of it, every root and trunk. Mine, because I've ben keerful an' savin' an' kep' myse'f free from sof'nin' infloences. Yep, that's th' sekrit o' my succeedin—keepin' free from sof'nin' infloences. Up to now I've ownded evry foot o' groun' I cud see from my winder—yes, an' from m' back door, except that one leetle forty-acre that belonged t' Dixon afore he died. But he was powerful sick for a turrible spell, an' owin' t' th' sof'nin' infloences in th' shape o' a woman an' five childern he'd collected around 'im, he was plum broke afore he died. I promust 'im I'd see th' widder out—an' out she goes t' morrer, by gravy, but not th' way Dixon meant. But I done my dooty—done it reg'lar. I let 'er have th' money t' plant 'im, an' took a morgidge t' be paid in six months, on th' hull propty. With 'er two boys ten an' twelve year old she ort t' 'ave paid it off b' this time, but what's she done? Only paid half o' th' amount, by gravy, an' bizness is bizness. I didn't arn my money easy, an' I can't let it go fer a song. If I had any sof'nin' infloences about me I'd probly be leenyent with 'em, but—Landrum!"

Landrum was the half-witted factotum of the solitary old man. As he entered the room from the kitchen, where he had been surreptitiously eating one of the old man's carefully hoarded raw turnips, it was easy to determine that Landrum was neither a "softening influence" or subject to them. He was a safe man to send on errands where a man of heart and intelligence would have revolted. He brushed the matted black hair from his low, slanting forehead and said hoarsely:

"Whut?"

"Hitch Coaley to th' buggy an' bring 'er 'round in front. I'm goin' t' town t' look arter some things, an' when I come home I'll be ready fer ye t' take a paper over t' th' Widder Dixon's. That bill's got t' be persented agin afore I'll own them orchards an' outbuildin's, t' say nothin' o' th' little house 'erself. Maybe

we'll move there, Landrum, ef this ol' nest sh'd prove kind o' monotonous to us -eh?"

Landrum cackled idiotically, with staring eyes and wide-open mouth.

No, Landrum was not a "softening influence." Hence the old man's clinging to him.

In a short time the old black mare, her raw bones encased in a muchly-tied harness, her collar showing its straw-thatching, her sides grayish-black where the tugs had rubbed away the long, unkempt hair, was standing in front of the house and the old man was hobbling rapidly out, his

gathering little cakes of the sun-softened snow as the outfit jostled on. And Landrum (who was not a "softening influence") went back to the kitchen where, with animal greed and cunning, he had hidden the undispached portion of the old man's precious turnip.

The drive to the village was a short one, but the humped old form was bitterly cold before he reached the general store where he was wont to do his frugal providing for himself and Landrum. Hitching Coaley to the rack before the door he hurried in, tremblingly wiping his nose with the back of his thin red mitten. Once inside he pattered to the stove and sat down over the cuspidor filled with stale sawdust and



"THE SOFTENIN' INFLUENCE."

hands clad in red yarn mittens, an old, threadbare comforter about his thin neck. His overcoat was of jeans, extensively and clumsily patched, and his trousers resembled a collection of cheap samples of various grades of fabric. His hat was dingy and yellowed with age, and the brim was torn. In ill-keeping was his aspect with the inward exultation he felt as he looked about the view from his door-yard and muttered a miserly "Mine, all mine, by gravy!"

Soon the wheels of the vehicle were creaking down the snowy lane, the tires

well-worn tobacco cuds, holding out his shaking hands to the pink side of the coal-stuffed cylinder.

The proprietor spoke cheerily to him as he entered, and said:

"Kind o' frizzly, eh, Uncle Billy?"

"Yep, some," said the old man, guardedly. He must beware of softening influences.

"Find it kind o' frosty up on th' hill these days, I reckon?"

"Not so terrible. Landrum keeps plenty o' wood cut, an' they ain't much need o' bein' out an' around."

The old man's mouth closed with a snap, and the proprietor turned and looked up the street. As he did so, an exclamation burst from his lips:

"Lordy!"

The exclamation was followed by his quickly opening the door and rushing out into the cold, coatless and hatless.

The old man remained where he was. He knew there was some excitement outside, and he had found, early in his mystery-veiled life, that excitements were softening influences. He would sit tight and see nothing.

But it was not so to be. In a moment the proprietor returned, with a face somewhat white, and leading a weeping baby by the hand.

"Hyer, Uncle Billy! This is the Widder Dixon's youngest, an' her ma's hurt. That Bill boss o' theim took one o' 'is tantrums out in front o' th' postoffice, an' throwed 'er. Some serious hurt, I reckon. You take keer o' th' kid while I go fer th' doctor."

And without waiting for consent or refusal, the proprietor hurried away, leaving the round-eyed and wailing youngster clinging to a revolving stool and staring at the worse-frightened old man by the stove. The revolving stool attracted the child's attention, aroused her curiosity and stopped her crying, all at the same instant.

And Old Man Beeson? Horrors! His eyes protruded from his head; he vaguely cursed the proprietor, muttering inanely that he 'alays knowed that feller would do 'im harm, becuse he called 'im uncle, an' that was a sof'nin' influence. And here he had left him, face to face with the softeningest influence in all the world—an eighteen-months-old baby! How the old man now remembered that baby, and how he remembered how hard he had worked, and how successfully, to get that little round face out of his mind's eye before he had decided to send Landrum over with the bill. And now his good work was all undone, and the softening influence was here, to get in its dreadful work.

The queer twitchings of the old man's face, the agitated rising-up and sitting-down as his feelings manipulated his stiff old limbs at their whim—all these and a hundred other things that only the round, indiscriminating eyes of babyhood comprehend at a glance, amused the baby immensely. As she watched him she gave the revolving stool a coquettish whirl and giggled at him. Talk of softening influences! A baby's

laugh! What chance was left a man who had endeavored always to steer clear of all such weakness?

Always? Was this old miser's fear of softening influences based purely on theory? Was he seeing the Widow Dixon's youngest, or the wraith of a tow-headed, sticky-fingered thing that had pulled his nose, squeezed his neck and patted his back a hundred ages ago—before the stone age of his heart's existence had begun? Wasn't there another and a bigger softening influence somewhere about, encouraging the tiny one?

Suddenly the baby before him took three tottering steps from the revolving stool. The old man saw only a red and gray blur instead of the clumsy red-plaid home-made flannel dress and the shabby gray coat that had been a city cousin's castaway. Then he knew that—horror of horrors! The softening influence had got in its dreadful work. He was—crying!

Then, out of the scarlet and gray blur arose one little arm, pointing to the jar of striped sticks on the shelf.

"Tanny!" imperatively ordered a voice that sounded far, far away—hundreds of years away, from the very heart of the time before the stone age. With no more power of resistance than a reed in a tornado, Old Man Beeson climbed with his hobnailed boots, the revolving stool assisting him, to the counter, whence he could reach the jar. Thence he extracted not one but a dozen sticks of the gayest kind, and handed them to the figure before him that was still blurred.

Just then the proprietor came back, laughing in a relieved tone, and saying: "Not much hurt after—what!"

But Uncle Billy, shaking his head like a man demented, his self-respect utterly gone, vulgarly stooped and disgracefully kissed that baby's candy-smeared face. Then he handed the proprietor a quarter and fled from the place, lashing poor old Coaley into a lumbering and goose-like trot toward home.

When Landrum came out to take charge of the horse, he looked curiously at his master. Still more curiously did he look when the old man said in a strangely altered voice:

"Landrum, I hain't no urrand fer ye over t' th' Widder Dixon's."

And that night when the sleepless old man, lying in his bed of straw, heard the snow-muffled notes of a Christmas bell, he turned over on his face and cried harder than ever.



Going to the coasting hill?
WINTER SPORT OF CHILDREN AT CENTRAL PARK, NEW YORK CITY



"Fun to the limit"

WINTER SPORT OF CHILDREN AT CENTRAL PARK, NEW YORK CITY

THE COWBOYS' CHRISTMAS SHOPPING.

BY GEORGE B. LUCKLEY.

GREAT snow white patches of brilliant sunshine were already dotting the inner courtyard of the ranch house like white linen laid out to dry, and the warmth of a new Arizona day was in the air. It was to have been an early start, for we had a long two days' drive ahead of us, but it seemed as if we could never get away. Christmas was fifteen days off, and the annual round-up of supplies and presents was due. Bob and I had finally been entrusted with this important detail, though only after great doubt as to the wisdom thereof. We had on previous occasions shown a disposition for adventurous dissipations and were prone to overlook the necessity for haste and accuracy, frequently being sidetracked into by-trails of unrighteousness, and in consequence were regarded as a trifle risky.

This was the Christmas trip, and the burden of its yuletide responsibilities was considered of sufficient weight to pull us out safely. We were to be given another trial to square ourselves. The list of articles we were to purchase seemed as long as a mountain stream and as treacherous in its complexity. A pedler's pack was as simple as the rule of three in comparison. We had passed the previous night in growing as familiar as mere man could with such unfamiliar things as women's and children's apparel, the mysterious ingredients of toothsome compounds, hundreds of different little presents which we were to purchase for their donors, sundry bottled decoctions with which we were fairly familiar, this thing for that and that for the other thing until we were lost in a maze of perplexity. It was a glorious commission and we fairly reveled in the length of it, for the larger it was, just so much greater would be our triumph. With a grand-stand start we circled the ranch house, and amid a chorus of last requests, which quickly died away into faint echoes, we were off.

Bob was custodian of the wealth, which he made sure for the last time was perfectly secure. It was a goodly pile and we fell to speculating what a glorious good old time it represented if left to us alone as beneficiaries. It was no time for air castles, for this trip was a serious one, and Christmas

was to be Christmas at the ranch this year. That cold, hard, lengthy list encircled our wayward fancies and held in leash all possibilities of any adventures for this trip at least. Far off, nestled in the cold shadow of the mountains, could faintly be seen the high derrick of the well at the ranch where we planned to pass the night, for in this marvelous atmosphere distance is annihilated, and miles take apparently the length of city blocks. Away in the extreme north, where the mountains dipped to the horizon, was the pass leading down to our nearest town, an even hundred miles, and we hoped to make it by the forenoon of the next day. The time was passed till noon taking pot shots at jack rabbits with our repeaters. The team would scare them out of the numerous gullies and they would rush away in giant leaps, clearing dry ditches and obstructions in single bounds, at last pausing in curious concern as to whether it was all worth so much anxiety or not. The air was laden with the freshness of winter in that latitude, snappy and invigorating, and the horses settled into a long, swinging trot, which carried us over the level table-land at a fast pace. Noon-time found us just pulling into Laborees and the Chinese cook was beating an old tin pan violently as a summons to dinner. With his broad oriental grin, he spoke of hot biscuits and made us welcome. Hastily turning the horses into the nearest corral, we joined the boys at the long table next to the ranch kitchen.

Of course all had to be told of the importance of this particular trip and the mass of Christmas shopping that lay before us, and many bets were made immediately—odds being given that New Year's day would slip by before being seen on our return trip. They knew us well and the odds grew heavier before we had finally harnessed up and taken our departure. The Mexican mail carrier was passed on his way home to the ranch, jogging along with the mail bags flapping on either side, and he was warned to be sure and advise them of our progress and that all was so far going well with us. Additional caution was given him not to tarry at Laborees as he might absorb there impressions which boded ill

for the ranch Christmas. All reports going ranchward should be optimistic; that was determined upon, because this time we really were on our good behavior and meant to realize fully on the chance we had. There was no desire to place ourselves outside the pale of all reliability, but we had failed at crucial moments in the past to do just the thing that would have been to our everlasting credit; but then we did usually what was at least anticipated, and managed to keep breathing space for our heads above the waters of complete annihilation.

Great bunches of cattle and horses with the home brand on them were passed, and some of the horses seen were known to be broken to harness. It was comforting to think if the ones now being driven should fail us we might round up fresh ones and yet complete this trip of reformation. The night's camping place was now drawing near and the sudden chill of evening was fast settling down. The decline of the sun seems a spur to chilling blasts which spring up like magic, literally congealing one. Pulling up near the stable, and with the freedom of the West the horses were put up for the night. Tossing them a bountiful supply of fodder from a convenient stack; a quick, brisk wash at the nearest trough robbed us of the accumulation of a day's dust, and we were ready for supper. No one waits in this country for invitations—a hearty welcome is understood. Woe unto him who disregards this unwritten rule, for the next week may find him stranded miles away from his own ranch, and such slights are never forgotten. The stopping at a ranch at nightfall signifies that you are to be a guest and you are welcomed without any formalities. Appetite comes without the coaxing to those who dwell in the Great Southwest, and Brown, at whose ranch we had stopped, ordered in an audible voice two extra steaks as soon as he saw us begin unhitching. These, with a few quail shot almost in the stable yard, and the inevitable hot biscuit, formed a repast of keen enjoyment. Brown laughingly told us how one of the boys had kicked against the biscuit at the mid-day meal and that the Chinaman had tried to knife him with his longest carver. Brown finally settled the dispute by handing a Winchester to each one, pacing off the requisite distance and allowing them two shots each. With a knowing wink he informed us he had previously extracted the

balls from all the shells in the chambers, so the affair passed off without loss of blood or a good Chinese cook. A close shave for death for both of them, but it settled the dispute for the time at least. Their lack of shooting ability was the talk of that ranch for many months and Brown never told either party of the trick he had played upon them.

An exceedingly early start was desired, so Brown's proffer of blanket room in the house was declined, and wrapping ourselves in quilts and canvas bags, turned in for the night under the wagon body.

How near the stars seem in the clear night air, and the moonlight floods the country with such brilliancy that reading is easily possible, but our tired bodies yielded quickly to the soothing stillness, only broken by the sound of the cattle and an occasional coyote barking on the outskirts of the ranch. The quilts were new campaign affairs, gratuitously supplied us by an enterprising aspirant for national honors, and in the heavy dew of the morning the colors drifted in grotesque designs to our person. We resembled the American eagle coughing up pots of red, white and blue paint. The effect was, perhaps, a trifle impressionistic, but none the less effective. Our start was made some time before the sun was up, and the road skirting the base of the mountain was in deep shadow long after the vast plain, stretching away for miles, was lit into glorious tones by the rising sun. One could see the shadow lessening with the rapidity with which a cloud shadow moves over the sea. We were soon among the giant cacti, which guard the pass leading to our destination. Their great, gaunt arms, at grotesque angles, a silent army of sentinels for centuries guarding this mountain gateway. Our horses, skillfully piloted by Bob's master-hands, swung swiftly into the pass, around the base of the last mountain and the town was in view, lying almost below us. A last final plunge of a few miles and we were again in the midst of civilization.

We put off our shopping until the morning, feeling that the afternoon and evening had been fairly earned. We both had friends among the gentler sex in the town, and schemed to obtain their assistance in our shopping expedition. It was of no avail, for everyone we knew was leaving the following morning for the big carnival

down in Old Mexico, a day's journey by rail. We had arrived just in time to go; it was only to last three days, and then they would do anything to help us. It was useless to say our reputations were at stake; we must go; and well, we did. A good friend volunteered a loan upon our return to fill the gaps in the treasury department, and we took the chance and the carnival; the die was cast, our consciences properly wrapped up, tagged and laid away until our return. It was five days of unalloyed fun to us. We found the Mexican city alive with people and teeming with frivolity. Our quarters at the best hotel afforded us, through the courtesy of the proprietor, entrance to the grand ball; we were able to purchase the most desirable seats for the special production at the theater in honor of the carnival. The hotel was a large, rambling one-story affair, the dining-room overlooking the beautiful bay, and numberless pigeons flew in and out of the spacious windows, roosting on the beams of the ceiling. It was all very primitive, but none the less interesting. Excluding the grand ball, by far the most fascinating episode of the carnival was the flour day. We were astir early in the morning, each of us carrying nearly a sack of flour as ammunition. Any person was liable to assault, and all abroad on the streets were open game. It was a give and take of the pastry cereal, and before many hours the air was filled with the white powder till all resembled clowns in a country circus. A party of madcap Mexican girls had barricaded themselves in a room back of a provision store and would sally forth in sudden attack on the unsuspecting. By hugging the wall on each side of the doorway and dispatching two of our party as decoys to walk aimlessly by, we surprised them and took the room by storm. The entire room was white when we finally rushed forth, and the girls looked like frosted angels. One of our party lost his footing, stumbled and fell before getting out. He finally made an exit through the store half blinded, sputtering and coughing clouds of flour with every breath. Not far away, up the same street, was discovered a door left temptingly open, and another rush was made for it, only to be met by a battery of fizz water syphons, which defeated us in short order, the water mixing with the flour and enameled our exterior with a sticky dough. The fun

was kept up until the setting of the sun, when the merry-makers congregated on the big plaza with the immense circular fountain in the center. Here the battle raged for an hour, and many tons of flour covered the entire plaza. Then the crack military band arrived on the scene. The remaining flour was cast aside and all joined in one grand revel of dance. A veritable dance of spooks. No winter scene in the far north could rival it in whiteness, and in the brilliant moonlight of the tropics the picture was intensely interesting and bizarre. Back again to our hotel at last, a final tremendous cleaning, and the famous day of the flour was ended. The following night was the ball. All in fancy dress and masks; costumes that only old Mexico could originate; a blazing mass of color, of dark-haired señoritas, dashing bull fighters, gallants and ladies. The picturesque dances of Mexico were adhered to; beautiful, complicated movements in which all took part. Thousands of egg shells, filled with tiny bits of colored paper, were thrown at each other by the dancers. It was simply impossible to dodge them. The reports, as they broke, sounded like the rattle of musketry, and they added to the already brilliant scene a perfect deluge of dazzling color. The floor was soon covered with the tiny particles and the dancers seemed floating on a sea of color, which changed into waves of myriad hues as the skirts of the dancers fanned it into motion. It was the final night of the carnival, and in the morning, as we lumbered in the antiquated coach to the railroad station, the city was still sleeping after its merriment. Flour strewn, disheveled, dirty streets on all sides. They had seen their day, played their part and were content. That evening we were again in Arizona, our consciences restored to us and most of our money still sleeping back in that old town of Mexico.

We were now five days late. No money, and that long list of purchases still staring us in the face. We hunted up our friend who had promised us the loan. He had been called east on important business and would not be back for six weeks, so our hopes tumbled and our stock sank many points in as many minutes. Was this trip to be like all the others? The thought of our greeting at the ranch upon our return, hung like a pall around us. We desperately tried all avenues that might lead to success

and a possible loan and only at the last edge of midnight succeeded in obtaining a sum that with the greatest care might see us through. As soon as the shops were opened the list was attacked; it seemed absolutely endless and in its variety brought every department of every shop in town into requisition. Doggedly and persistently we toiled for its solution: every detail was carried out and orders were left for all the goods to be delivered at the stable where our wagon and horses had been left. It was only with the coming of night that all the things had been selected, samples matched, presents bought, supplies for our own Christmas dinner carefully chosen, oysters tied up in a sack with ice, the bottles stowed away where they could not break and the wagon packed solid to the tail boards. Our bills were to be made out for us and later in the evening we were to call and settle all accounts. There were many fears and doubts as to whether the money which had been collected was sufficient, but it had been decided to purchase all on the list and trust to luck in the final settlement. In this settlement was realized that the worst had come, for we were still forty dollars on the wrong side. We walked aimlessly through the streets, figuring, following every lead that might end in success, and with only fifty cents in our pockets.

As we passed down the main thorough-

fare the lights were being lit and the big gambling halls were slowly awakening for the evening's play. On the still night air was borne to us the cry of the keno man calling out the fact that the premium roll was just to be pulled off. It was the last chance and we took it. The hall was crowded; cowboys, Chinamen, business men and gamblers all dropped in for a chance at the first roll, till the amount to be won was swelled to forty-two dollars. It was just our sum and we settled down with the number cards in front of us. Slowly, monotonously, the crier called off the numbers. I was quickly covering my numbers and luck seemed to be with me, and it seemed I couldn't lose. A voice yelled out "Keno!" I had lost, but the voice was that of Bob, who had won and for this Christmas at least the folks at the ranch were to think well of us. Hastily settling our last bill we harnessed up and not waiting for morning started out on the long ride back to the ranch. It was an anxious crowd that welcomed us, but as the wagon was unpacked the delay was forgiven. Exclamations of delight were heard on all sides. Nothing was overlooked and we were finally restored to confidence and favor. Our past misdeeds were forgotten and in the history of the ranch that Christmas was long remembered. We may not have deserved it, but Dame Favor had claimed us again among her own.

CONTENT.

BY JEROME P. FLEISHMAN.

I've got no girl on whom to spend
My dough;
I haven't any "lady friend,"
And so
I'm very glad it's drawing near—
The gayest time in all the year.
When all is peace and gladness here
Below.

I'll save my cash and have a feed
In lieu
Of costly gifts I'd send so she'd
Be true;
And, though I do not know your name,
If, on that day, you should exclaim:
"A Merry Christmas!"—here's the same
To you!

WINTER OBSERVATIONS FROM THE GLIMPSE END.

BY WILLIAM LARDES SHALER.

WHAT with cheer and comfort in the palatial parlor car of the Chicago Limited, with snow-capped ridge and ice-bound mountain stream outside, one can desire no season of the year for a more delightful trip over what has long been known as the "Picturesque B. & O." Thinking, however, that my ride to Pittsburg would be lonesome because of what I imagined would be a bleak speed across the barren Alleghenies, I slipped a book and a magazine into my traveling case to help me while away the hours. Even before the Limited had started on its three-hundred-mile run from the Washington station I was deeply engrossed in a story that augured well to occupy me until my

think you daffy!"—it was with no mere casual interest that I became entranced, as did half a dozen other passengers, except perhaps a bride and groom who were left alone to enjoy the seclusion of the chair compartment for a portion of their honeymoon journey.

My first impression was that of two graceful, black lines running backward from the train, where silvery ribbons had marked the trackage when I made the same trip last summer seated on the rear observation platform. It seemed that Nature had endeavored to place under a beautiful white robe for a long rest, the earthly accoutrement of the railroad, leaving only the four rails, an occasional whistle or switch post,



THROUGH THE OBSERVATION CAR WINDOWS

destination was reached. What more pleasant place could I desire for the afternoon and evening's reading than the motionless easy chair in which I luxuriously domiciled myself for the trip?

Nature answered this question for me before the train had passed Harper's Ferry. A mere resting glance out of the window to my left showed me an entrancing picture. Dropping the book on my chair, I was soon stationed at the rear window of the observation end, lost in the fanciful winter wonderland. Naturally a nature-lover—with an incorrigible habit of strolling about the woodlands when I please, with no concern for the good-natured home scolding, "You awful man! Why, the people will

and the handsome train to serve through the winter. This snow also made one observe with his ears that the train was speeding up the mountain side with no noise; the merest word spoken was heard by all in the rear compartment. Now and again the whistle of the leading "double-header" would come to the ear in a muffled, shrill tone that contrasted our comfort with the cold outside.

As the Limited approached the Ferry I espied a bold mountain head outlined so plainly before me that at once my childhood fancy, from Hawthorne's beautiful "Great Stone Face," was recalled. This must have been the "grand old man" of that section, for he was staid but kindly

and wise in mien, a few straggling dark evergreens draped downward from his bald head and his beard flowed downward, long and venerable. He watched me out of the corner of his hemlock-tree eye, and methought I saw him give a good-bye wink as the speeding train soon lost him to view.

Glancing down at the brink of the Potomac, I beheld Nature striving to be an artist; and not only striving, for the brush had been used to paint one of those pictures that make one hold his eye in wonder at the marvelous beauty that human hand cannot duplicate. Down over the rapids of the stream the water struggled against the artist, but ever and anon there were multi-formed and well-rounded ice plots and at places the river was entirely icebound. Here boys and girls glided along gracefully on their skates, making one wish himself to be again the schoolboy, lay his books on a dry twig and join in the glee.

The sound of sleigh bells just faintly reaching the ear now attracted attention for a moment, but ere one had time to more than note a two-horse bobsled, well laden with an anti-race-suicide pater-familias and his family, the train was gone, a red-mittened hand waving from one of the boys seated in the bottom of the sled's "observation end." How gladly, too, would one have been seated there, himself a boy once more in the enjoyment of a trip to town, with a bag of peanuts or more fortunately, perchance, a new pair of copper-tipped boots that must be well oiled before wearing.

Long angular fences lead down from the cultivated hillside to the river now, and a trodden path is shown in the lane where the residents have traveled afoot or a-horse across the crest to and from the house where smoke is curling from the just-visible chimney that hospitably invites one to "come over and have some of our fluffy buckwheats with genuine maple syrup, and savory smoked ham or bacon." Two children on their way home from school are stopping along the up-hill pathway, looking back at the magnificent Limited with that ever-present childhood longing to be "big men and women and ride on a fine train that doesn't stop at every fence corner."

Ah! I knew I should espy him sooner or later if I but kept my eyes open, for there scrambles a squirrel up that big maple. Now he's resting at a safe distance and is

doubtless "making faces," for he has seen these fine trains pass before; but he loves his snug den better, as does also that hopping rabbit love the old brush pile and the hollow log. Tracks of larger and smaller game can be seen faintly in the snow as the train glides swiftly along the wooded hillside, although just now the ruggedness is re-appearing. Again the river side of the car asks attention to the men who are harvesting a good crop of ice, fine large cakes that will be joyful in the sweltering days of next summer. Foot tracks back and forth along the road in the snow show where some flagman has had to run back to protect his own and possible approaching trains, and one shivers in sympathy, for it is a bitter cold that penetrates to the bone.

And thus as the Royal Blue speeds over the crest and down the westward slope of the Alleghenies through the little mountain towns, all more or less widely known for some part in the pioneer history of Old Keystone, appear sights that gladden the heart and warm it towards humanity that populates the world and makes living after all the more worth while; for what would our cities be with all of their pretensions without the support that comes directly from every bit of American countryside.

Even as darkness comes on and an hour later I speed by the many-eyed coke ovens, the sight is entrancing. It remains for the last quarter hour of the journey, however, to furnish the delight of all after-dark rides a-train in America—through the very heart of the steel industry of the world; mill after mill, showing through the open space now and then long tongues of fire lengthening from the rolls. Hundreds of towering stacks send forth volumes of smoke that have caused Pittsburg to be heralded the "Smoky City;" and as the smoke curls upward and is lighted by the almost daylight radiance (although far grander) from the furnaces and mills, one gazes enraptured at the marvels that have been evolved by the ingenuity of man's mind and the support of the "root of all evil."

Millions? Yes, millions have helped to build the railroad and some of the things we have seen on our trip, but it has cost us only a meager sum each to enjoy these sights and a mere mite extra to sit in the comfortable parlor car or enjoy one of the famous Baltimore & Ohio dining car dinners, meanwhile viewing the coke-oven sights by side glances between bites.

INDIAN ROCK, W. VA.

BY R. M. CHISHOLM.

STUDENTS of ethnology can find an inviting and thoroughly prolific and interesting field for investigation in the wilds of West Virginia, and especially in the Kanawha Valley, one of the most beautifully picturesque sections in the United States.

"Indian Rock," two and one-half miles across Horseshoe Bend and near the south branch of the Potomac, in Hampshire County, about three miles from French Station, on the main line of the Baltimore

father say that the painting was on the rock when his own father settled there in early manhood, now fully two hundred years ago.

"We people here have never thought the Indian Rock amounted to anything," says Mr. Polen, "and I guess there are folks who live only a few miles from here who have never laid eyes on it. Of course, we believe it was made by the Indians, and there have been some strange tales told about it. These yarns have been



THE STRANGE CARVING IN THE ROCK

& Ohio Railroad, is one of the pictograph relics left by the red man. This rock takes its name from an incised or painted figure, which represents an Indian warrior. It is in a protected portion of the rock on the mountain's side—Jersey Mountain. That the pictograph or image has been in or on the rock for more than two centuries can easily be substantiated. Mr. J. W. Polen, one of the best citizens of Hampshire County, and who is now in his eightieth year, has lived all his life at South Branch. He declares that he has often heard his

handed down from generation to generation. I suppose the most reasonable one is, that a great Indian battle was fought here, and that one of the chiefs fell, and the warriors made the picture to mark the spot. Of course, everybody knows that Indians lived here long before white folks ever thought of such a place.

"Neighbor, it looks like the Lord has had some hand in preserving that picture on that rock, for people have picked out the stuff which forms it, but it comes right back. It seems that the figure is cut in the

rock and that some kind of paint or substance comes out from the crevices of the rock and fills in the cut places. I guess, sir, it will be here long after the present generation is dead and forgotten."

The pictograph, for such it is, appears to represent an Indian brave standing erect, with bow in right hand and the left hand reaching back on hip as if in the act of getting an arrow from his belt. Its height is a little more than six feet, and the "artist" succeeded in securing a very good drawing of an Indian warrior, save that there is a scarcity of feathers on his head. The red clay, or gummy substance, which fills in the incisions is difficult to pick out, and after a few weeks the places fill in again with the same stuff. Some of the mountain people claim that the Indians thoroughly saturated the immense bowlder with buffalo oil, and that this produces the substance resembling paint.

Similar pictures, or pictographs, are found in Washington State and a few other sections, and the Bureau of Ethnology has been unable to determine what tribe or race of people did this work. It is possible that this West Virginia pictograph may be the work of the Algonquins or the Cherokees, but there is no evidence to this effect. There has been no "key" discovered to determine definitely. The people who inhabited this section before the Algonquins and Cherokees and kindred tribes, did not differ materially from these in habits, customs or other features. It has now been more than one hundred and fifty years since the Indian was finally expelled from here.

Owing to the extremely difficult task of reaching the "Indian Rock," visitors are not numerous, but it is worth the tiresome trip to view this truly strange pictograph.

WHEN THER CHES'NUTS START TER POP.

BY JOHN T. MCGARIGLE, IN BALTIMORE AMERICAN.

Ther fall is come roun' ag'in, an' soon throughout
ther lan'
Yer'll see the chillun gather 'bout an' hus'le out
ther pan;
An' yer'll see 'em git ther ole brown bag an'
dump it on the floor
An' pile ther bresh upon ther fire 'til the chim-
bly 'gins ter roar.
Then yer'll see ther ole folks comin', too, per-
tendin' not ter keer,
But yer'll fin' they've got some interes' when
each brings 'long a cheer;
An' they'll eat their fill o' good things 'til they're
ready 'bout ter drop
An' they'll wear sich smilin' faces
When ther ches'nuts start ter pop.

Jes' then yer keer fer nothin' but ther poppin'
in ther pan;
Yer jes' don't seem to keer ter min' ef sparks fly
on yer han',
'Cause yer carried back through mem'ry's lane
ter days long gone afore
When another did as ther chillun do and sat upon
ther floor,
Close inside ther chimbly yer can trace a form
so neat,
Thet used ter toddle roun' ther room an' play
erbout yer feet;
Yer wonder where thet form is now an' yer heart
comes ter a stop
An' yer feelin' full o' sadness
When ther ches'nuts start ter pop.

Yer sat an' watch'd ther chillun, an' yer thoughts
run on apace,
An' yer wonder how it all will end, an' tears run
down yer face,
Yer can see a cheerless fireside; a woman bendin'
low,
Yer can picter out her sufferins' amid ther flick-
erin' glow;
Yer can see ther marks o' agony, her face so
pinched an' worn;
Yer can see she's sobbin' bitterly an' yer own
sad heart is torn.
Yer try ter drive erway ther scene an' yer talk
about ther crop,
But yer can't drive out them picters
When ther ches'nuts start ter pop.

So yer set alone in silence an' nuss mem'ries in
yer heart,
Fer yer filled with Spartan braveness an' with
them yer hate ter part,
An' yer wonder ef His Son on high will ever take
ther pain
Thet's er-gnawin' at yer heartstrings an' give
yer peace ag'in.
Then yer kneel down at yer bedside an' pray
God to give yer strength
Ter bear it all quite bravely 'til life has run its
length,
An' yer lis'en ter ther others from yer lone
room up a-top
As they're eatin' an' er-laffin'
When ther ches'nuts start ter pop.

THE KEARNEY LUCK.

A TRIVIAL TALE.

BY THOS. AUGUSTIN DALY.

CHAPTER I.

PEACE had come to Con Keegan. The same beneficent spirit had entered the hearts of Mary Kearney and Margaret Foley. The visit in the one case was permanent, in the other it was decidedly transitory.

Con Keegan lay in his coffin, and the two women were of those who had responded to the advertisement in the papers inviting "relatives and friends to attend."

Mrs. Kearney and Mrs. Foley were relatives of the deceased and of each other, but they were not friends. There had been war between them for years, for so many years that neither could now recall exactly how the trouble began. However, here they met upon neutral ground, and they smiled at each other and were glad for the present.

"'Tis as natural as life he is," whispered Mrs. Foley.

"Aye," Mrs. Kearney nodded, "'tis a habit wid the Keegans, fur his ould mother was so before 'im. D'ye mind the day?"

"Faith, I do that," said Mrs. Foley, taking a seat beside her old-time enemy. "'Twas just sich another day, and, barrin' the poor ould mother was where Con is now, it's just the same in every way: fur I remember the sight of ye settin' there at the corpse's head wavin' yer fan in swate charity, as ye're doin' this minute."

"The flies is very bad," said Mrs. Kearney.

She was not disposed to take Mrs. Foley's remarks as a compliment to herself. Mrs. Foley had a knack of purring in that fashion, and Mrs. Kearney took such talk merely for what she knew it to be worth.

Mrs. Kearney waved her fan with monotonous and methodical precision over the upper half of the casket, withdrawing it now and again as some new-comer approached to pay his respects to the deceased. Once the fan stopped for the convenience of an elderly man, who was very stout and evidently very near-sighted. He stooped low over the casket and gazed long and earnestly at the dead face. When he had

moved away, Mrs. Kearney whispered out of the corner of her mouth:

"Dan Cassidy's eyes is gettin' worse an' worse."

"Poorman," said the other, "he thought a dale of Con, I make no doubt."

"Faith, then, he didn't think enough to hire a carriage of his own. He has as much right to have a carriage as anyone in the parish: him that's got a political job an' makin' his four dollars the day."

Mrs. Foley winced at that, as the other woman meant she should. Mrs. Kearney had come in her own carriage; that is to say, the carriage of her cousin, Barney Flynn the night-hawk. Mrs. Foley had come afoot, expecting to ride to the cemetery in one of those vehicles which would be covered by the item of "transportation for mourners" in the undertaker's bill. Mrs. Kearney knew that, and Mrs. Foley knew that Mrs. Kearney knew it. Accordingly, Mrs. Foley smiled in her benign way.

"Well-a-well!" said she, "Dan Cassidy's not the man to push himself. Mayhap he thought shame to bring his own carriage, where there'd be others nearer to the corpse that'd have a better right to ride behind it." Mrs. Foley smiled again.

If there was one thing about Mag Foley that irritated Mary Kearney more than another, it was the "lyin' smile of her." That smile was a delicate, rapier-like weapon which invariably disarmed the other lady, who preferred to fight with a bludgeon. She always knew when that smile had pinked her, but she invariably had to make a thorough examination of the vulnerable parts of her armor before she discovered the wound.

She was engaged in this slow mental process now. It was not Dan Cassidy's right to bring a carriage that Mag Foley had questioned, but hers. That was plain enough. Well, Mag Foley's first cousin, Delia Connor, was full cousin to Con Keegan's first wife, who was a McCarthy. Ah! but she, Mary Kearney, was nearer to Con than that. She was his own cousin, three times removed. She figured it out again, that there might be no mistake,

before she turned upon the Foley woman, to crush her utterly.

This she was preparing to do, when the undertaker, figuratively speaking, interposed his official arm and stayed the threatened blow. Attended by the pall-bearers, he proceeded to adjust the lid upon the casket and screw it down. At his signal the pall-bearers took up the sombre burden, and passed out of the house with it. The slight flutter which had run its course through the assemblage during these operations subsided when the undertaker, with a sheet of paper in his hand, took his stand in the doorway. The men, to most of whom their Sunday clothes seemed irksome, stared alternately at the undertaker, the ceiling, each other, and the floor. The women fanned themselves complacently, and steadily watched the undertaker and the hallway behind him.

"Mrs. Cornelius Keegan and Francis Keegan," called the undertaker.

The widow and her eldest son passed slowly down the hallway.

"Master John Keegan and Miss Katie Keegan."

The undertaker paused until he heard the slamming of the carriage door, before he called the next quartette. The reading of the list went on monotonously. Mrs. Kearney was using her fan upon herself now. She was waiting her turn.

"Mrs. Margaret Foley and Miss Foley."

Mary Kearney could scarcely believe her ears. Mrs. Foley arose, and as she moved to her place in the line with her daughter, she smiled at Mary Kearney. That smile!

Mrs. Kearney's fan had been moving very lazily, but now, as they say in the aquatic news, it "increased its stroke perceptibly." It beat a tattoo upon her ample chest. The undertaker droned out still other names, and her anger grew apace.

At length he announced:

"Mrs. Michael Kearney and Miss Kearney," and folding the paper, put it in his pocket.

She was last, absolutely last! And Mag Foley at least six carriages ahead of her!

"Come on, Mom, what's the matter with you? Didn't you hear us called?" Miss Kearney plucked her mother by the sleeve.

"Let be," said her mother, "there's time enough an' to spare."

"Why, Mom, what's got inter you, anyhow. Aint you goin'?"

"Goin'?" Mrs. Kearney echoed, arousing herself as from a trance, "to be sure I'm goin', but I'll not ride behind the likes of her, designin' eat that she is."

To the waiting Barney Flynn she said: "Ye kin drive straight to the cemetery, Barney. We'll not go to the church."

CHAPTER II.

When Michael Kearney came home from his day's work, he had the whole story served up to him with his supper. He was a mild man, but proud of his family and jealous of their rights. His wife knew his tender spot, and she charged his bosom with the surplus of indignation which overflowed from her own. The war against the Foleys was on again in earnest.

It was a waiting game, a contest that dragged through weeks and months that were barren of incident, for the members of the two families met only at public social functions, such as funerals and weddings and the like. Even then there would be no open clashing; no tongue lashings or breaking of heads. It was purely and simply a struggle for social supremacy, conducted upon lines remarkably similar to those which prevail among the ladies who fret their lives away on the West Side.

The Boilermakers' Union was to hold its "Fifth Grand Annual Ball and Reception" on the third Saturday in October. Mr. Kearney was a member in good standing, and his interest in the organization was further increased by reason of the near approach of the annual meeting, at which the officers for the ensuing year were to be elected. Mr. Kearney had never held an office, but he shared with a certain other distinguished man, the modest belief that it wasn't so very hard to be president, and if his fellow citizens should insist upon it they might have him.

It was a foregone conclusion, therefore, that the Kearneys would attend this ball. Also, it was quite probable that the Foleys would be there. John Foley, the eldest son, and the main support of the family, was a member. Whether or not he was in good standing, Kearney did not know, but he had his doubts about it. At any rate there were great preparations in the Kearney household, and Miss Katie Kearney announced somewhat boastfully to Maggie McCloskey, a great tale-bearer who frequently visited the Foleys, that she bet her

folks would "make as good a front as anybody there."

The eventful night arrived. The ball was a great success, and so were the Kearneys. Their friends told them that the Foleys, who were also there, "were not in it with them." Mrs. Kearney, on the arm of her husband, and Miss Katie, on the arm of Eddie Gorman, who hoped to be her husband some day when he could afford it, walked in the grand march not very far behind the president and his wife, who led. Mrs. Foley and John also walked, but they were far behind the Kearneys. In the windings of the line across the broad floor Mrs. Kearney passed close to Mrs. Foley, but she did not "see" that lady at all. Out of the tail of her eye, however, she caught sight of Mrs. Foley nodding to her with the old sweet smile, and it made her uncomfortable for the moment. She stealthily put up a hand to make sure that her hair was not coming down. She wondered if there could be anything wrong with her dress. A cheerful smile can work such misery. But when it was all over, Mrs. Kearney was quite happy, and her sleep that night was full of pleasant visions.

Mr. Kearney reading his "Journal" the next morning, came upon a report of the ball that occupied nearly a column. He began to read it to himself, but a certain paragraph presently caught his eye and brought him up standing. He skimmed hastily through the remainder of the article, snorting all the while. Then he called to his wife, who was busy in the kitchen.

"Here," said he, "listen teh this. 'Tis a long editorial in the 'Journal' about the ball last avenin'. Mind this: 'Among the handsome matrons who participated in the gran' march was Mrs. Margaret Foley, resplendent in black silk and lace.' An' here, in another place, it sez: 'There was an unusual number of purty buds present,' and thin it gives a list, an' among them is 'Miss Manie Foley,' no less."

"But," said Mrs. Kearney, "what does it say about us?"

"Not a dom word!"

"What!" she cried, and sank into a chair. For several seconds she sat speechless, feeling her triumph of the night before slipping away from her, bit by bit. Then she said:

"That's what she was a-smilin' about, the sneakin' eat!"

"Go, you!" she added, "and get the other papers. We'll see has she got a pull wid all o' them."

Kearney went out, and returned presently with a great bundle of Sunday papers, which represented an outlay of close upon fifty cents. Together they labored through the printed pages, but while they found in some of the papers merely a bare mention of the event, the others gave it not so much as a line. The "Journal," making a strong bid for popularity among the working classes at that time, was the only one to spread upon it.

Late in the afternoon Mr. Kearney, in all the dignity of his best clothes, called at the "Journal" office and demanded to see the editor. He was held up by a uniformed menial, and he got no farther.

"What do you want to see him about?" asked the uniform brusquely.

"I'll tell me business teh him," said Kearney.

"Well, I guess you won't 'till he knows what your business is. Tell it to me first."

Kearney came down a few pegs, and explained his grievance. His wife and his daughter were as good as Mrs. Foley and her daughter, he said, and he wanted the editor to put a little piece in the next morning's paper to say that they had been at the ball too.

The uniform laughed.

"Aw! he won't do that," he said.

"Why not?" Kearney demanded. "I'm a subscriber teh the paper."

"That don't make any odds."

"It don't? Well, be what right did he put th' others in it, an' say nothin' at all about us?"

"Well, why didn't you give your names to the reporter, same as they did?"

"Shure, the reporter didn't ax me at all."

"I guess not. He couldn't 'ax' everybody. That's not our fault."

"Is it not?" said Kearney, glaring at him, and after a pause: "Are ye goin' teh put it in themorrow?"

"I'm afraid not."

"Well an' good, me bucko, I'll stop the paper!" Delivering which parting shot Mr. Kearney stalked away, fully expecting to be called back before he reached the door. When he made his report to his wife she placed the stamp of her approval upon his action.

"Well," said she philosophically, "that's

past an' gone. There's no helpin' it now, but the dish o' stirabout that has wan man's spoon in it t'day may have another's in it themorrow."

Mrs. Kearney felt that her opportunity would come eventually, and she was a good waiter.

CHAPTER III.

Some few weeks later it became whispered in society that there was to be a wedding in the Foley family before the winter was over. Miss Mamie Foley was to be the bride of young Timothy Grogan, who had been saving his small wages with that end in view for some time past. This news, which reached her through the inspired Maggie McCloskey, was particularly aggravating to Mrs. Kearney. Only a few days before, her own daughter Katie had confided to her the joyful tidings that "her Eddie" had been given a substantial raise by his boss. Mrs. Kearney considered Eddie Gorman a good boy, and she recalled that Michael Kearney and she had been married on much less than the income which Katie's young man now commanded. The young people were anxious to be married, and Mrs. Kearney had thought seriously of arranging the wedding for some date before Christmas. It was galling to have the Foleys anticipate her. It looked as though they meant to fling a challenge in her face. That night she talked the matter over with her husband, and the question was decided.

Some few days later Katie Kearney went out of her way to meet Maggie McCloskey on the street, to whom, after a few diplomatic preliminaries, she imparted the information that she was to be married in December. From time to time after that, bits of news, boastful vauntings, stray facts, and some things which were not facts but which were put out as such, passed between the rival houses through the medium of Maggie McCloskey.

It was finally definitely settled that both weddings were to take place on the third Wednesday in December, in their respective parish churches.

The few days just prior to the eventful one were full of feverish interest. There were a hundred and one things to be done, and each must be done better than the enemy did it.

Mrs. Kearney, mindful of the virtue that glows in coals of fire, went out upon a

special errand in the shopping district on Saturday.

The next day Maggie McCloskey met Katie after church.

"That was a nice silver-plated butter dish your mother sent to Mamie," she said. "It was fine. Ain't it wonderful how they can make 'em so fine for only \$1.95?"

Katie bit her lip. What could her mother have been thinking of not to have had the price-mark taken off.

"Mrs. Foley's present to you won't be finished till Tuesday," the crafty Maggie continued, "it's bein' gettin' made for a week. I won't tell you what it is."

On Tuesday a small boy brought Mrs. Foley's present to Katie. It was a gold brooch made from a two-dollar-and-a-half gold piece, the side which had once been the obverse of the coin bearing the initials K. K., with little delicate tracery around them.

These little curlycues looked to Mrs. Kearney like the reproduction of so many "Foley smiles." At any rate they had the same effect upon her.

She was in a very bad humor on the wedding morning. A number of little things had gone wrong, and she could not forget that in the exchange of gifts, Mrs. Foley had gotten considerably the better of her. She was fearful of what the day might bring forth, and yet she was not easily daunted.

The Foley-Grogan wedding took place at noon. Several of Mrs. Kearney's "trusties" were there, of course, and they came back to her post-haste and told her all they had seen at the church and the house. Mrs. Kearney took their several reports, shrewdly allowed for their natural bias, and from the whole computed an estimate, which showed her that honors would apparently be about easy. She told herself that she would be quite satisfied if nothing unforeseen should happen to mar her daughter's wedding, which was set for 6 o'clock.

At 3 o'clock, to her great disgust, it began to snow, and the big wet flakes descended steadily all afternoon. However, the bride and groom were provided for. Barney Flynn's new cab, burnished up to the nines, would carry them, and the others could walk. It was only a matter of four or five blocks anyway. Let the weather be bad as it might. What odds, if everything else moved smoothly?

Precisely at 5.40 Barney Flynn drove up to the door. There were white ribbons in the horse's mane, and a white bow decorated his whip. The roof of his cab was white with snow, and so indeed was the roof of his hat. He gleefully called attention to these facts, seeing in them a happy augury. A blushing young woman, gowned in spotless nainsook, was helped into the vehicle by a very nervous young man with a painfully white face, who took his seat beside her, and slammed the door.

"Take yer time an' give us a little the start of ye," Mrs. Kearney called to Barney as she hurried along beside her husband.

Barney slowed his horse down to a walk and allowed the old people to disappear from his view in the white mist. Feeling assured at length that they had had ample time to reach the church, he put the whip to the mare and dashed along merrily. Approaching the cross street upon which the electric cars ran he pulled up a bit, but hearing no warning gong, went ahead again. The next moment he saw his mistake, but it was too late. A car running full tilt, contrary to all regulations, bore down upon him. There was a crash and the tinkle of broken glass, and the shouting of many voices. The cab, with its right rear wheel shorn completely off and the back badly smashed, toppled over at an angle of 45 degrees. Barney was down and tearing open the door in an instant.

"Is she hurted?" he asked anxiously.

The bride was jammed up in the corner. She could not speak when they lifted her out, but she rallied in a few seconds and began to laugh hysterically. The bridegroom moved about her like a man walking in his sleep. The motorman, white with fright, finding that no one was badly hurt, relieved his feelings with a few choice remarks directed at Barney Flynn; to which that worthy replied in kind. And the passengers, crying out with practical unanimity against the motorman, took up Barney's cause and offered to appear in court as witnesses if necessary.

The bride, in the meantime, had recovered herself pretty thoroughly.

"Here," she cried, "we'll be late."

The bridegroom looked at her in surprise.

"You ought to be glad you ain't killed," one of the passengers ventured to remark.

"I am," she returned, "but I might as well be dead as standin' here all night."

The bridegroom spoke for the first time. "What are you goin' to do then?" he asked.

"Walk to the church, of course," she replied with resolution.

And so she did, all in her thin white slippers and flimsy nainsook frock; and the bridegroom, lost in admiration of her pluck, trudged on with her, and found it difficult to follow the rapid pace she set.

Mrs. Kearney, sitting in a front pew of the church, had craned her neck around to look at the door at least a score of times. She was growing very anxious. She could see the priest waiting in the sanctuary, and she knew it was many minutes past six.

At length there was a slight rustle of expectancy at the rear of the church. They were coming. Mrs. Kearney glanced back once more to be certain of it.

Merciful powers! What was this?

Mrs. Kearney was not the sort of woman to faint, but she very nearly did at that moment.

Was this her daughter, this pale, bedraggled creature?

A murmur of wonder rippled through the church as she passed up the middle aisle on the arm of her limp bridegroom, looking neither to right nor left, but with eyes set steadily ahead. The priest met them at the chancel rail, and a look of questioning surprise flickered across his countenance for a moment. Then he began the marriage ceremony.

Mrs. Kearney seemed to lose consciousness of earthly things for a time. She did not fully recover her senses until it was all over and she was standing in the vestibule of the church, holding her fainting daughter in her arms.

CHAPTER IV.

Mrs. Foley poured the second cup of coffee for her son John, and buttered a slice of bread for her old and palsied father.

"That was a close call Katie Kearney had last night," said John, across his saucer of hot coffee, "but I guess she wasn't much the worse for it."

"Ah! no," his mother replied, "'twas a providence she wasn't kilt. Them that was at the church an' seen her says she did look forlorn, poor thing, wid her dress all wet and draggy, an' her face like a ghost. She looked little enough like a bride, they do be sayin'. But she wasn't hurted, and

Heaven knows, that must be a comfort to her mother. Thank Heavens, there was nothin' like that fur Mamie."

"Say, Mom," interrupted John, with a crafty leer, "talk fair for onet. Yer almost tickled to death about it, now, honest, aint yer?"

"God forgive ye, fur sp'akin' the like o' that to yer own mother, John Foley," exclaimed Mrs. Foley. But John merely smiled, and sucked in the last of his coffee.

A younger Foley, who had been out at play on the street, danced into the room.

"Katie Kearney's picture's in de papers!" he cried. "Say, youse oughter see it. It makes her look like a real lady, all right; and, say, everybody 'round here's talkin' about it."

"What's that?" said John. "Who told you that?"

"Nobody didn't tell me; I seened it in all de papers; an', say, maybe dey don't lay it on C'iek. One's got a big long piece on de foist page, an' it says 'A Brave Young Bride,' an' it tells all about 'er, an' says, why she's jist as purty as what she is brave, an' dey say de car comp'ny 'll have ter cough up big damages, too. An' maybe ole man Kearney ain't up in

de air about it. He's down ter Gilligan's already a-buyin' drinks fur de crowd, an' he ain't a-carin' how many rings in on 'im."

"Mom," said John, "I'm goin' ter look inter dis, an' if it's right I'll send ye in some papers."

"Oh! it's right, all right," the youngster persisted, skipping along beside his older brother.

Mrs. Foley sat quite still for a long time, and there was no smile upon her face. But there were tears in her eyes. The old man noticed them.

"What ails ye, acushla," he asked.

"Oh! 'Tis nothin', father," she answered.

But he searched her face shrewdly.

"Maggie, darlint," he said, laying his palsied hand upon one of hers, "'tis yer pride that's hurtled, teh think of the Kearney woman gettin' the best o' ye."

"Aye, father," she admitted, "so it is. I dread teh think of the airs of 'er afther all me pains."

"Never mind, acushla," the old man said consolingly. "Ye'll outthrip her yet. Mebbe 'twill be your proud lot to be grandmother at the furst an' the foineest christenin'."

HARK YE! MERRIE GLEEMEN.

BY THOMAS A. DALY.

Good morrow! men of gay employ,

May peace attend your way,

And may no note of grief alloy

The merrie measures of your joy,

Upon this Christmas Day.

And if, belike, ye only think

Of ale and goodly roast,

Then may your songs beget the chink

Of gold to buy the meat and drink

Which ye esteem the most.

But if, beneath your motley coat

Beat hearts for higher things,

Ah! then ye know how weak the note

He makes within his straining throat,

Who feels not what he sings.

To song such pipings play the part

Of smoke that cloudeth flame,

But there are songs within the heart

Whose perfect melody no art

Can teach the tongue to frame.

And all the glees and merrie trolls

That ye may sing to-day,

Are whispers to the song that rolls,

Unheard by man, from grateful souls

Of simple folk who pray.

And ye, who do make trade of mirth,

Know not the joyous tone

Of this grand paean to the birth

Of Him who came upon the earth

To make our sins His own.

This day, upon His manger-bed,

Was born the Godly Boy,

Whose blood another day was shed

That souls that hungered might be fed

To their eternal joy.

So, if your glees small comfort bring,

Your hunger to allay,

Your souls may still be banqueting,

If ye the sweeter song will sing

Of simple folk who pray.



Stub Ends of Thought

By ARTHUR G. LEWIS.



THOSE who go laughing through the world carry with them the light of hope into the shadows of other lives than their own.

THE prayers of men uncertain in their individual strength are generally answered in the line of public opinion.

It is difficult to overcome the weakness of those who are governed by the prejudice of ignorance.

WHEN a man is satisfied that he has changed a woman's opinion, he flatters himself.

THOSE that are generous in right things often permit their good nature to lead them beyond the path of caution in wrong things.

CIRCUMSTANCES are often only the misfortune of chance; fact is a truth upon which even a jury may nail their honest conviction.

WHEN people are silent regarding the lives and accomplishments of their grandmothers, it may be generally conceded that the old lady never existed.

GENEROSITY in one direction should never be permitted to antagonize justice in another.

THE right things that we do not do deliberately, hurt us more than the wrong things that we do impulsively.

If the fear of hell was as strong as the hope of heaven, the map of right and wrong would lose its lines from lack of use.

A CONCESSION to another's opinion does not always mean a complete surrender of our own views.

WHEN rest and happiness is found within the walls of home, how cheerful every effort becomes that brings us nearer to the end of day.

WHERE shall we draw the line between public opinion and popular prejudice?

THE infant monarch of the coming age lies in its swaddling clothes to-day, gagged with a spoon of gold.

THE tranquil peace of knowing that we are right comes sweet as weariness within the arms of rest.

THE hurdle of modern society is largely constructed of the obstacles that lie in the path of poverty.

MUCH domestic dyspepsia is created by the undigested bone of contention.

THE effervescent distribution of gratuitous information is both undesirable and indiscreet.

WE must have something to look forward to, some definite destination for our hopes, or life becomes a treadmill, and the future only conveys a breaking of the wheel.

THE privileges of a gentleman do not include the disregard of another's feelings.

SOME wives never see beyond the possessive point in matrimony.

THE white hand of refinement is best framed within the palm of honest endeavor.

LOVE'S AWAKENING.

BY ARTHUR G. LEWIS.

A bud from which no petals yet have fallen,
The rose of youth just opening on its stem;
The silver voice of love's ambition calling,
A strange awakening in the hearts of men,
Free from every fear of future knowing,
Breathing but the sunshine of to-day,
Dreading not the harvest of the sowing,
Seeing but the clear and faith-kissed way.

Feeling only life's love just beginning,
Hearing but the silver notes of truth,
Every heart-beat some new fancy bringing
Consummation to the hopes of youth,
A bud from which no petals yet have fallen,
The rose of youth just opening on its stem;
The silver voice of love's ambition calling,
A strange awakening in the hearts of men.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 27, 1904.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 8 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 8 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
LV. WASHINGTON	7.00 AM	9.00 AM	9.00 AM	11.00 AM	1.00 PM	3.00 PM	5.00 PM	8.00 PM	11.30 PM	2.57 AM
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	8.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	8.57	11.54	1.59	3.52	6.06	9.06	12.44	3.55
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.10	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.52	8.32
AR. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50			8.35
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 27, 1904										
WESTWARD										
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 8 HOUR	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY	
LV. NEW YORK, SOUTH FERRY	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT	
LV. NEW YORK, LIBERTY STREET	12.10	7.55	9.55	11.55	1.55	3.55	5.55	6.55	12.10	
LV. PHILADELPHIA	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15	
LV. BALTIMORE, MT. ROYAL STATION	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.35	
AR. BALTIMORE, CAMDEN STATION	9.48	12.49	2.43	4.14	6.09	8.16	10.55	11.32	6.00	
AR. BALTIMORE, MT. ROYAL STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.36	6.05	
AR. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.10	12.10	12.31	7.25	
	AM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
LV. NEW YORK, SOUTH FERRY	9.55 AM	11.55 AM	N 3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM			
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM			
LV. PHILADELPHIA	12.30 PM	2.14 PM	† 5.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM			
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.14 PM		10.55 PM	9.48 AM	8.45 AM	11.32 PM			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.41 PM			
LV. WASHINGTON	4.05 PM	5.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM			
AR. DEER PARK HOTEL										
AR. PITTSBURG			7.15 AM		7.45 PM		9.00 AM	LV 4.30 PM		
AR. CLEVELAND			12.35 PM					9.50 PM		
AR. WHEELING (EASTERN TIME)		5.35 AM						LV 5.20 PM		
AR. COLUMBUS		8.45 AM						8.20 PM		
AR. CHICAGO		6.30 PM			9.00 AM			7.40 AM		
AR. CINCINNATI	8.05 AM			6.35 PM		2.35 AM				
AR. INDIANAPOLIS	11.45 AM			10.35 PM						
AR. LOUISVILLE	11.50 AM			9.30 PM		7.55 AM				
AR. ST. LOUIS	5.00 PM			7.28 AM		1.40 PM				
AR. CHATTANOOGA	6.00 PM			6.25 AM						
AR. MEMPHIS	11.00 PM			8.30 AM						
AR. NEW ORLEANS	10.00 AM			8.00 PM						

A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. † Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 OUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY	No. 46 EXPRESS DAILY		
LV. CHICAGO			3.30 PM	10.40 AM			10.30 PM	8.00 PM		
LV. COLUMBUS				7.05 PM						
LV. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM				11.00 AM		
LV. CLEVELAND			10.15 PM		1.00 PM					
LV. PITTSBURG			8.00 AM		9.00 PM			1.00 PM		
LV. ST. LOUIS	* 8.54 AM	2.05 AM				* 6.30 PM	6.30 PM			
LV. LOUISVILLE	2.10 PM	8.10 AM				9.08 PM				
LV. INDIANAPOLIS	† 2.45 PM	8.05 AM				2.30 AM				
LV. CINCINNATI	* 6.35 PM	12.10 PM				8.10 AM				
LV. NEW ORLEANS		7.05 PM				9.15 AM				
LV. MEMPHIS		6.50 AM				8.40 PM				
LV. CHATTANOOGA		10.40 PM								
LV. DEER PARK HOTEL										
AR. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	2.42 AM	11.05 PM		
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	3.47 AM	12.25 AM		
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	3.55 AM	12.44 AM		
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	6.00 AM	3.10 AM		
AR. NEW YORK, LIBERTY STREET	8.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	8.32 AM	5.52 AM		
AR. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	8.35 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

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TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

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IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner a la carte, Philadelphia to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 516. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Drawing Room Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Buffet Drawing Room Parlor Cars New York to Washington.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 55. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car St. Louis to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland.

No. 46. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONDLER, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent; B. F. BOND, District Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mc Royal Station, CHAS. COCKEY, Ticket Agent.
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"Every Other Hour on the Odd Hour"

7, 9, 11, 1, 3, 5 o'clock

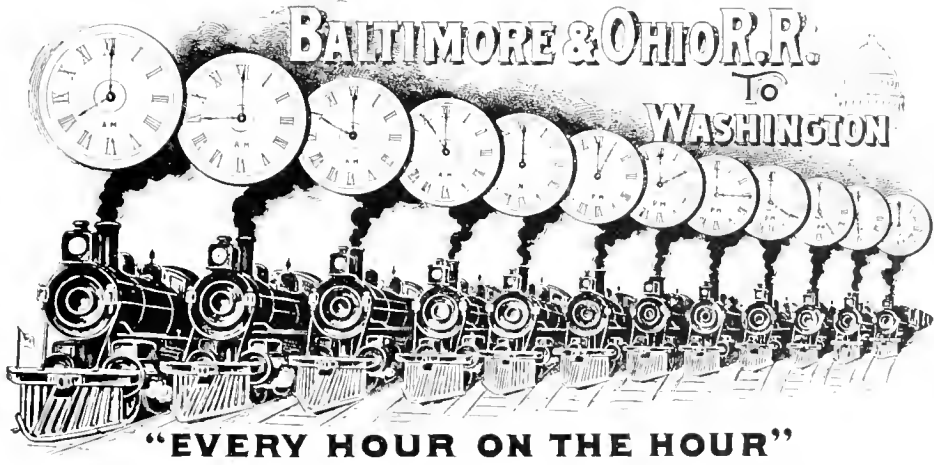
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Between

Chicago and Washington



Between

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With Stop-over Privilege

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Parlor Observation Cars and Dining Cars in the day time and Pullman Drawing-room Cars at night.

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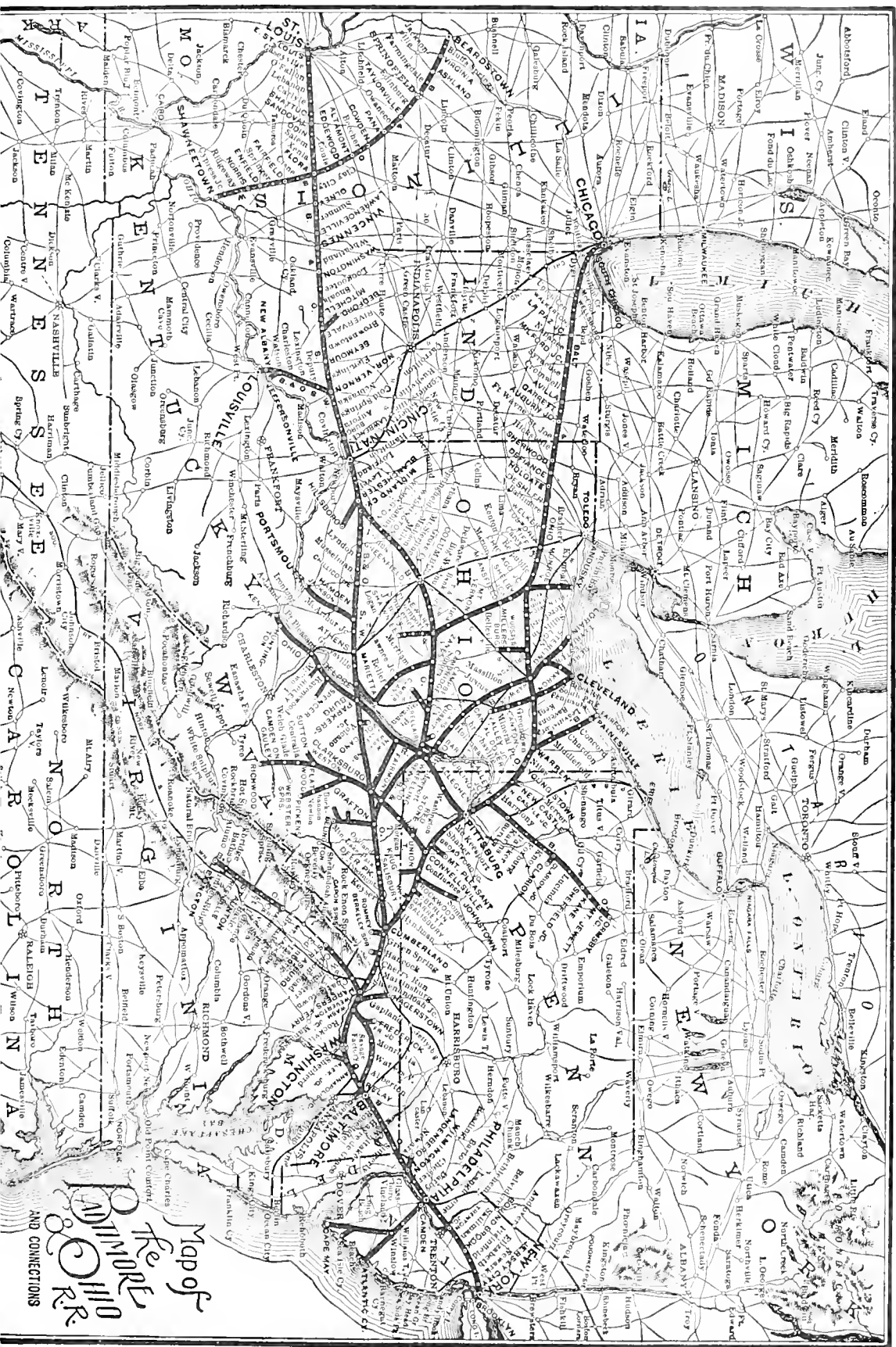
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Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1904



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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10	11	12	13	14	15	16	14	15	16	17	18	19	20	13	14	15	16	17	18	19	10	11	12	13	14	15	16
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31																											
MAY							JUNE							JULY							AUGUST						
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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							30	31																			

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WITH STOP-OVER PRIVILEGE



Baltimore & Ohio

"The Inaugural Route"

Between

and



Between

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All Trains via WASHINGTON

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Shortest route; no change of cars of any kind, either way.

Solid vestibuled express trains with Pullman Drawing-room Sleeping Cars, Observation Cars and Dining Cars.

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Through Pullman Buffet Drawing-room Sleeping Cars, daily.

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SOUTH

including

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TO

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1905

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January	20	March	17	April	28
February	3	March	31	May	12

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\$18
New York

COVERS EVERY EXPENSE. EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON. AND ALLOW STOP-OVER IN NEW YORK RETURNING

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ALL EXPENSES INCLUDED

**\$12 From NEW YORK
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1905

January	12	March	16	April	27
January	23	March	30	May	11
February	11	April	18		

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OCTOBER 6, 1905

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OCTOBER 7, 1905

♠

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Florida Tours

**FEBRUARY = 7
FEBRUARY = 21
MARCH = = = 7**

1905

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GOIN' HOME."

Jan 5 1905
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BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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VOL. VIII.

BALTIMORE, JANUARY, 1905.

No. 4.

"GOIN' HOME."

BY STRICKLAND W. GILLMAN.

Goin' home, for it's comin' night
 Comin' night, and the day's been long;
Goin' home to the candle-light
 Candle-light and the evening song.
Goin' home through the cold and snow,
 Down the lane as we've gone before;
Goin' home as we love to go—
 Wife will welcome us at the door.

Goin' home, for the year is dead—
 Old year dead and the New Year born;
Goin' home with the year that's fled,
 Slow to welcome the New Year's morn.
Goin' home for the years are prints
 Time's cold feet in the snow have made;
Goin' home from the world's hard stints
 Happy they go who are unafraid.

Goin' home, for it's comin' night—
 Comin' night and our life's been long;
Goin' home to the World of Light—
 World of Light and the angels' song.
Goin' home from the snow and cold
 Road that mortals have gone before;
Goin' home for a crown of gold
 Love will welcome us at the door.

THE RELIEF DEPARTMENT OF THE BALTIMORE & OHIO RAILROAD COMPANY.

FEW persons outside of those immediately interested know that the Baltimore & Ohio Railroad Company has an organized department for the relief of its employees who may be injured or otherwise incapacitated, and to provide for their families in the event of death. Of those who do know of the efforts the company has made in this direction, not many have any conception of the magnitude of the operations of this department and its antecedent "Relief Association" since the scheme was put into operation more than twenty-four years ago.

Prior to 1880 several attempts were made by the railroad company to form an association, but it was not until on May 1 of the year named there was formed the Baltimore & Ohio Railroad Employees' Relief Association, which was subsequently granted a charter on May 1, 1882, under the name of the Baltimore & Ohio Employees' Relief Association.

Several companies have followed the lead of the Baltimore & Ohio by inaugurating relief departments, but in one way or another they lack the comprehensiveness which is the feature of that department of the Baltimore & Ohio.

The Relief Department is divided into three features, which are known as the Relief, Savings and Pension Features.

The Relief Feature has for its object the affording of relief to its members entitled thereto, when they are disabled by injury or sickness, and to their families in the event of death.

The Savings Feature affords opportunity to employees and their near relatives to deposit their savings and earn interest thereon, and enables members of the department to borrow money at moderate rates of interest and on easy terms of repayment, for the purpose of acquiring or improving homesteads or freeing them from debt.

The Pension Feature makes provision for those employees who, by reason of age or infirmity, are relieved or retire from the service of the company.

The Relief Feature is supported by the contributions of its members (employees of the Baltimore & Ohio Railroad Company

and affiliated lines), donations from the company, and the income derived from investments.

To start the scheme off on a sound basis the company donated \$100,000.00 to the Relief Association. In addition to this it pays the Relief Feature \$6,000.00 per annum for relief purposes and \$10,000.00 per annum for the physical examination of applicants for membership. The company holds these funds "in trust for the Relief Department," and pays interest at the rate of four per cent per annum on the monthly balances of cash in its hands to the credit of each feature. The company also furnishes at its own expense, office room and furniture, not only for the headquarters force but for the numerous "Medical Examiners' offices" located along the line of road; gives the services of its officers and employees and the use of its facilities in every way these services and facilities can be utilized to advance the interests of the department; becomes the custodian of its funds, with full responsibility therefor, and guarantees the true and faithful performance of all the obligations of the department in conformity with the regulations. If the operations of any one year show an excess of disbursements over receipts (in the Relief Feature), the company makes good the deficiency out of its own funds; if there is a surplus it is added to the fund which the Relief Feature is accumulating as a reserve against possible contingencies.

The contributions of the members are graded according to their monthly rate of pay and the hazard of their occupations. Membership is divided into two general classes; what is known as the "first class" consisting of those engaged in the operation of trains and rolling stock, and the "second class" of those not so engaged. These are further subdivided according to their monthly pay, as follows:

Class A—Those receiving not more than \$35.00 per month.

Class B—Those receiving more than \$35.00 and not more than \$50.00 per month.

Class C—Those receiving more than \$50.00 and not more than \$75.00 per month.

CLASS D—Those receiving more than \$75.00 and not more than \$100.00 per month.

CLASS E—Those receiving more than \$100.00 per month.

The monthly contributions of these classes are shown in the following table:

First Class	\$1.00	\$2.00	\$3.00	\$4.00	\$5.00
Second Class	.75	1.50	2.25	3.00	3.75

Contributions made at the above rates entitle the members to all the forms of insurance provided by the department; that is, accident, sickness and death, and to the privileges of the Pension Feature. Employees who are not exposed to accidents in the service—the clerical force, telegraph operators, etc.—may, if they wish, insure against death only, or against sickness and death only, such insurance carrying with it also the title to pension. The contributions for the sick and death benefits are at the rate of 25 cents per month for each such benefit of the lowest class. No contribution of any kind is required of a member while he is on the sick or injured list.

Any member in the service, under fifty years of age, who can pass a satisfactory medical examination, may enter a higher class than that to which his pay assigns him, provided his total insurance does not exceed five times that of the lowest class. The natural death benefit only may be retained after the member leaves the service of the company, the cost being 25 cents per month for each benefit carried.

In addition to the above-mentioned benefits, free surgical and hospital attention is given members who are injured in the discharge of duty.

Members of the Relief Feature in the service of the company, their wives and children, fathers, mothers, brothers and sisters, wholly dependent on them for support, are allowed to travel over all the lines of the Baltimore & Ohio at one-half the rates charged the public. The children of such members, under sixteen years of age, are given free transportation over all lines when going to and returning from daily school. Furloughed and suspended members and pensioners, who retain their natural death benefits, are entitled to the same privileges.

The membership of the Relief Feature on June 30, 1904, was 46,198, of whom 2,136 were out of the service and retaining

their life insurance. The total amount of life insurance carried by the members is \$25,901,500.00.

It is in its Savings Feature that the Baltimore & Ohio Relief Department is especially unique. So far as is known no other railroad company or industrial corporation has so comprehensive a plan or one so likely to be of financial help to its employes.

The Savings Feature is itself divided into two subordinate features, known as the Deposit and Loan Features.

The Deposit Feature is practically a mutual savings bank, in which any employe of the company, his wife, children, father or mother, or the beneficiary of a deceased member of the Relief Feature may deposit sums of not less than \$1.00 nor more than \$100.00 in any one day, the safety of such deposits and their repayment on demand, with four per cent interest, is guaranteed by the company. The profits of the Loan Feature are used for the payment of interest on deposits, and dividends may be declared by the Committee on Relief Department when the earnings justify. For several years past extra dividends of one and one-half per cent have been declared, making the total interest on such deposits five and one-half per cent per annum.

The company designates certain of its agents as depositaries, who receive deposits and record them in the pass-books issued to all depositors, and the company becomes responsible for moneys so deposited. There are depositaries at all the stations of any importance, and they are also appointed at any small station where two or more employes express a desire to take advantage of the Deposit Feature. Thus many employes are given opportunity to safely deposit their savings who could not do so without going to some neighboring city or town where there is a savings bank. Checks for withdrawal of deposits are issued from the headquarters of the department and sent to the most convenient depository, and these checks are cashed by any agent of the company having funds in his possession.

That this feature is appreciated by the employes is shown by the fact that during the year ended June 30, 1904, the deposits amounted to \$604,014.89. From August 1, 1882, when this feature was put in operation, to June 30, 1904, the total amount deposited was \$5,958,322.80, of

which \$2,872,912.92 remained on deposit on June 30, 1904.

A depositor who ceases to be employed by the company may retain his privileges as a depositor if he then have a balance of \$50.00 or more to his credit in the Savings Feature.

Any member of the Relief Department who has been one year in the company's service and has a good record may take advantage of the Loan Feature. Loans are made from the funds on deposit as above, only on real estate security, to enable the borrowers to build homes, purchase improved real estate, or to improve or release liens on property already owned. Six per cent interest is charged on such loans, which are made in sums of not less than \$100.00. They are repaid at the rate of one and one-half per cent monthly on the amount of the loan, interest being charged only on the amount actually due after each payment. Payments in excess of one and one-half per cent monthly may be made, or the whole loan may be repaid at any time. On a loan of \$1,000.00 the first month's interest would be \$5.00, making the total indebtedness \$1,005.00. The monthly payment on a loan of this amount, which is \$15.00, leaves a balance of \$990.00 on the first of the second month, the interest on this being only \$4.95, and so on. The monthly payment remains the same throughout, and the loan is repaid in about eighty-two months, the total interest charges amounting to \$219.43. This makes it certain that the employee will eventually own his own home free of encumbrance. Loans are limited to three-fourths of the market value of the property offered as security, the balance being supplied by the borrower out of his own pocket or by means of a second mortgage.

This feature has been much appreciated by the employees. The amount loaned during the last fiscal year was \$198,073.57, and the total amount loaned \$1,532,575.14. The amount outstanding on June 30, 1904, was \$1,389,026.01.

The amount loaned during the whole period was expended in building 1,602 houses, buying 2,171 homesteads, improving 473 already owned, and releasing liens on 1,227 properties.

Any employee of the company who has been for four years a member of the Relief Department and ten years in the service, and who has reached the age of sixty-five

and been honorably relieved from duty, may take advantage of the Pension Feature. Members under sixty-five may be pensioned if the circumstances justify and the condition of the fund permits, and pensions have been granted in quite a number of such cases. The fund for the payment of pensions is derived wholly from the contributions of the company, \$75,000.00 per annum being donated for this purpose.

Pensions are paid monthly. Each pensioner receives a daily allowance, excluding Sundays, equal to one-half the benefits provided to be paid for sickness, under the regulations of the Relief Feature, to a member of the class of which he is a member. In the case of an employee who has been continuously a member of the Relief Association or Relief Department for fifteen years, this allowance is increased by the addition of five per cent thereof, and a like increase is made for each additional term of five consecutive years of such membership.

From October 1, 1884, when the Pension Feature was inaugurated, to June 30, 1904, 830 persons had been pensioned, of whom 354 were still on the list on the date last named. The amount paid for pensions last year was \$67,199.23, and the total payments on this account have been \$756,409.10.

The value of an institution like the Relief Department can be readily perceived. In the first place it affords the workman an opportunity to procure, in one policy, all the various kinds of insurance he needs—i. e., against sickness, accident, death and old age, and at a cost much lower than he would have to pay for such insurance in separate policies in ordinary insurance companies. In most cases the cost of such insurance in commercial companies would be so high as to be practically prohibitive. The employee is at no trouble in the matter of making payments and his insurance cannot lapse while he remains in the service, the premiums therefor being deducted from his pay each month. The receipt of benefits during periods of disablement prevents the distress which generally results when the head of the family is prevented from earning wages.

The question of the company's liability for an accident does not enter into the right of a member to receive benefits. He is paid his benefits whether there is any

liability on the part of the company or not. Even though he may be himself responsible for the accident which caused his injury and caused the company loss thereby, through the destruction of property or otherwise, he receives his benefits regularly and is given surgical and hospital attention free of charge. The local medical examiners exercise supervision over the surgical staff and are careful to see that each case receives proper attention.

The advantages of the Savings and Pension Features are so manifest that it is hardly necessary to enumerate them. The department as a whole cannot but be of immense benefit to the members, relieving their distress during periods of inactivity, and enabling them to lay by a little money when work is plentiful.

The physical examination of all applicants for employment enables the company

to select men who are in every way competent to do the work for which they are employed, and the advantage the company enjoys in this respect is shared by the men themselves and the public who must trust its lives and its merchandise in the hands of the railroad company.

The establishment of the Relief Department, it is believed, has done a great deal toward solving the labor problem for the Baltimore & Ohio. Through the insurance feature, the pride the employe takes in the home he may be purchasing, or the desire to retain and add to the little store he has laid by for a rainy day, and the practical certainty that he will be taken care of during his old age, the company has attached the men to its service to such a degree that they hesitate about leaving, and are inclined to turn a deaf ear to the agitator when strikes are talked of.

MORE BALLADS OF BAD BABIES.

BY HARRY P. LARER.

Bridget Geraldine O'Rourke
Lived in Binghamton, New York,
All the time until her dad
Sold out all the things he had.
Then he tried to move away,
But what did little Bridget say?
"If you do," she said, "I'll run
Straight back here to Binghamton."

Little Sawyer Townsend Taylor
Said, "I guess I'll be a jailer."
So he went and caught the cat
And her kittens—think of that?
Mamma found them in the stove,
Where the kittens couldn't move.
"Now," she said, "I guess for once
I'll take judicial Cognizance."

A Page of Robbins.

In the Matter of "Chuzzlewit."

Dickens' Spirit Speaks.

I.

Wherefore I spoke that word of scorn: I know,
I had been set upon, embittered; and my heart,
So tender and so human, could the more
Let in the spite that bade me do the thing
I saw a people striving toward the light,
A nation hungry for a wide domain,
A land o'ertrusting, in the fire of youth
Impulsive, reaching out for liberty,
Groping like ivy, whose pale, weakling shoots
Grasp at new wall and waver in the wind,
And jeering then, as one who sees a child
Fall by the wayside, taking cruel joy
I told my tale and sold my art to hate,
The Old World laughed; I might have made it weep!

II.

Could feathers, shaken to the gale, be stayed,
Could poison in a spring be drawn again,
I would recall that sowing that I did
So blindly, oh! so willfully! To-day
The land I likened to a sepulcher
I see uprisen to a manly life,
So rich in bounding blood, so goodly, brave,
It sets the pace of progress for the world;
A land of milk and honey, and the home
Of hope and peace, where those I love so well,
Whose sorrows I made mine, the poor, the oppressed,
Safe on its friendly soil, where right is might,
May stand erect and fearless mold their fate;
Freed from the cloud, man-woven o'er their heads,
May work and worship face to face with God.

The Improvidents.

Scene, the Nippy dining-room. Candlesticks, silver and cut glass in profusion. Mr. and Mrs. Nippy partaking of round steak, bread crusts and vile coffee.

"I found a two dollar bill in the street to-day," says Mr. Nippy.

"Then did you pay the piano rent?" asks Mrs.

Nippy.

"No, my dear."

"But I gave you three dollars this morning to do it with."

"The rent is five dollars, you know."

"And didn't you promise to borrow two dollars from Burks to make up the amount? What did you do with the money you found?"

"Spent it for a new brassery."

"You'll not forget the piano matter to-morrow, will you, dear?"

"I'll remember; only you'll have to give me some more money."

"More money?"

"Yes. You see, I paid the three dollars to Burks because I'd been owing it to him for a month—ever since last piano rent day, in fact."

"How can I give you any more? There's not a cent in the house—except ten dollars, and I want that for a new parlor chair."

"What are we going to do, then?"

"Can't you borrow the three dollars back from Burks?"

"To-morrow? So soon after I've paid him?"

"Why not?"

"I wouldn't think of asking him yet, not for a week, at least. Besides, where is the rest of the five dollars coming from?"

"I'm sure I don't know. I suppose the piano people will have to wait. But it does seem to me."

"Now don't you start any economy talk. You know well enough."

"You know yourself."

Reverberations: tears: curtain.

Affinity.

Thou couldst not know, thou couldst not guess
That we were made to meet at last,
But ah! I knew, these ages past,
That thou one happy day wouldst bless
My lonely, empty life, and press
My lips and let me hold thee fast!

Our merging ways we went, and thou,
Unthinking of the fate sublime
That swayed our destinies in rhyme,
Mad'st question not of Why or How,
Affinity, thou knowest now;
And I? I knew it all the time!

Mine! Mine at last! With soul aflame,
I grasp thy wishbone unashamed;
I rend thy flesh, with gray splashed;
I break thy frail and quivering frame
Till thou art nothing but a name!
To-morrow I will have thee hatched.

Going on the Train.

The little boy made eyes at the women in the seat behind, and at last deserted his mother for their society.

"Yes'm," he said, "We're goin' on the train. My uncle's dead. We're goin' to his thimere'll. Ain't it fine?"

"Was your uncle your mother's brother?" asked one of the women.

"Yes'm, an' papa hates him. When my mother was a little girl my uncle was a little boy; an' he licked my papa. You see that lunch basket? Well, we've got some chucking in it, cold chucking, an' I'll give you some of mine. When my mother was a little

girl she always had to eat the neck, 'cause there was two, four, eleven children an' she was the littlest, an' she must hates the neck."

His new found friends were properly sympathetic. "See that satchel?" the boy resumed. "Well, it ain't ours. We had to borrow it from Mrs. Didson, 'cause the nice ate ours all up.—Oh, look at them cows! We had a cow once, but it had the colic an' died. I got a colic dog, too. Ain't that a pretty dress mamma's got on? It ain't her'n; it's Mrs. Didson's, only she's bigger'n my mother, so we had to take it in.—I guess you ain't got any little boys, have you? Is your uncle dead? I guess I'll go an' get a drink now. Good by."

More fairs than One.

Did you go to the World's Fair?
Yes.
So did I.
Of course you saw the Igorrote village?
No.
Did you take in the German palace, or the Danish pottery, or the Dutch dyke building display?
No.
Good land! Didn't you see 'Creation,' or the Pyrene Alps, or the Filipino nudgits, or the post office exhibit?
No.
Then I guess you didn't go to the right fair."

I guess I did. Let me ask you if you saw the California fruit exhibition?
No, I didn't.
Did you ride in the captive balloon?
No.
Did you see the Paris millinery, or the Italian sculpture, or the art palace, or the Chinese ivory carvings, or the English country house, or the biggest locomotive in the world, or the
No, no, no!
Then I guess you didn't go to the right fair yourself."

L. H. Robbins

NO RAILS NECESSARY FOR THIS TRAIN.

BY R. M. CHESHIRE.

A WEST Virginia mechanical genius is perhaps the only man in the world who owns his individual steam engine and three cars and goes and comes whenever and wherever he pleases, over the dirt roads.

The inventor, who lives at Romney, has not built his engine and cars for the purpose of competing with the lines of the Baltimore & Ohio, nor has he any grievance against that corporation, but he simply

his family experience no trouble in making themselves entirely comfortable in their residence on wheels, and they go and come whenever they feel disposed.

When he moved to Romney from Augusta a few years ago, he came through the valleys and over the mountains on his private train, which also served as his dwelling and workshop until he was ready to occupy the residence which he had bought in Romney. As he entered Rom-



A DIRT-ROAD TRAIN OF CARS

says he wanted a little dirt-road train of his own, and he has it—the only one in the world.

The train of this West Virginia genius consists of an engine weighing 6,500 pounds, and three cars, the first being a residence coach for himself and family; the second a storage car for wood, iron, steel, brass and other materials and machinery; the third is his traveling workshop. Each car is of full regulation size and fitted out with every convenience both for living quarters and as a place of business. The owner and

ney with his engine and cars he sounded several vigorous "toots" and the citizens turned out to witness the novel sight of a train running over the dirt roads and moving smoothly along over the streets. The small boy looked on with wonder, and many believed that it was circus day.

It is an interesting fact that the engine and cars were made and set up, piece by piece, by the owner. He first built the engine to be used for general purposes, but concluded there was no reason why he might not just as well make a coach or two

and have a train of his own. How well he succeeded may be judged by the statement that the engine and cars have fulfilled every expectation of the inventor, he being able to go to any point desired in the immediate neighborhood or at a distance. All he finds it necessary to do is to get up steam and pull out.

When a mere lad he constructed a clock with seven dials, and this proved a most accurate timepiece. During his life he has made sewing machines, sawmills, cotton gins, agricultural implements, steam engines, as well as various other things, and is now building automobiles and gas engines.

"I would have a better chance," he said,

"to work on some inventions I have on hand, if my son and I could get a little breathing spell from mending and repairing almost every old thing from a coffee pot to a steam engine. I have never yet stalled on anything in the line of mechanics I undertook. I have endeavored to build those things which would benefit mankind, and I do not think I have wasted a single moment in what people call 'visionary inventions.' I did many years ago make a self-rocking cradle, and I guess if I had put these on the market I would be a very, very popular man with the mothers of this land. I confess I am rather proud of my engine and cars, and next to the B. & O. it's the biggest thing on wheels in West Virginia."

ADAM.

BY EDMUND VANCE COOKE.

Adam, made of common earth,
Seemed to be of little worth;
Giving him his full desert,
Still he seemed as cheap as dirt.

Smacked a good deal of the soil,
Adam did, but shirked all toil;
Yet he asked no man for trust,
Being simply *made* of dust.

"Sandy" beard and "sandy" hair,
Also had a "stony stare;"
And before his flesh ran blood
I suppose his name was "mud."

Poor old Adam, formed in clay,
Wasn't of the stuff to stay;
One more process was required
That's the reason he was fired.

THE SONG OF THE CATBIRD.

BY HARRY PERSONS FABER.

The catbird jumped on the dogwood limb,
And the dogwood bark bow-wowed at 'im:
"Don't you know any better than to jump on me?
I'm a terribly fierce old dogwood tree."

But the sassy little catbird wasn't scared a bit,
She laughed till the dogwood thought she had a fit,
She laughed and she giggled, and then pretty soon
She sang a very merry little catbird tune:

"Ka-ah! Ka-ah! Who's afraid of you?
Ki-i! Ke-e! What you going to do?
Your bark and your bite—why, they don't scare me,
I'm a catbird a-singin' on a dogwood tree."

Now, out in the fields where the dogwood grew,
A lot of little eggplants grew there, too;
When the catbird saw them, she said, "Dear me!
I'll build a little nest in the dogwood tree."

So the very next day she built her nest,
And got so very weary she had to go to rest;
But when she went to sleep she saw the rising moon
And sang a very happy little catbird tune:

"Cheep— Cheep! I'm going off to sleep;
I'm telling Mr. Dogwood an' I hope he'll keep
A watch all night, and he'll tell me
If the cowslip moos at the dogwood tree."

When the sun came up and drove away the dew,
The catbird went where the eggplants grew,
She gathered every one of 'em and put 'em in her nest,
And when her work was finished she sat her down to rest.

Then old Mr. South Wind, he came along,
And heard Mrs. Catbird a-singin' of her song;
He puffed out his cheeks, and said, "I think I see
Some kittenbirds a-growin' on a dogwood tree."

"Sweet— Sweet! Mamma bird is here,
Papa bird has gone a-huntin' food, my dear!
Mr. South Wind is a blowin' an' he says that he is goin'
To rock the kittenbirdies in the dogwood tree."

* This catchy little song, which sings itself, is part of an operetta under preparation by Mr. Faber, and is published in a volume by special permission of the author.

DRAFTED.

BY THOS. AUGUSTINE DAILY.

USUALLY when "Uncle Jake" Transum found it necessary to drop in at Counterman's general store for a supply of tobacco he dropped out again as quickly as possible. He detested the gossips who congregated there. Their war-talk, however, on this wet afternoon in early Spring held him in spite of himself.

They were discussing a rumor that the probable refusal of the National Guard to enlist for foreign service in this new war would necessitate a draft. A stranger, homeward bound to Saw Creek, who was now waiting while the blacksmith made some necessary repairs to the broken-down stage, had brought this news from town.

"Everybody thet knows anything 'bout armyin'," the Saw Creek man was saying to the group around the stove, "agrees thet it's purty poor business to make a feller fight thet hain't no stomach for it. Of course, 's I said, our reg'ment in the Civil War wuz volyunteer, but 'long to'rds the close o' the war they throwed some drafted men into our comp'ny. Well, sir, them fellers didn't want'er fight nohow. I reck'leek one man in pertickler: I'll never furgit whut he done. He wuz a hummin' big man, 'bout middle-age, I jedge. Well, sir, he jest kicked like a young colt. 'Ep an' swore his trade wuzn't man-butcherin', an' he'd be dash-dinged ef he'd shoot a shot. Our Capt'in wuz a man that no-buddy didn't like. Schenk his name wuz. 'Skunk' we called him, an' thet jest about fittid him. Well, one day the Capt'in an' this feller had an argyment, an' it wound up in the Capt'in callin' him a coward, an' sech like, an' layin' the flat of his sword acrost the feller's face. He turnt white ez a sheet, 'cept where the red welt from the sword wuz, but he jest stepped back, an' elinched his hands an' gritted his teeth.

"Well, sir, nex' day or so up come a battle. We got orders to move on a rebel gun, an' wuz a sneakin' through a patch o' woods when the Johnnies spotted us, an' let us know it purty quick.

"The Capt'in wuz a ponderin' whut to do nex', when up comes a nigger boy from the rear and han's him a note. I wuz a-standin' clost by, an' I seen him get pale

when he read it, like ez ef 'twuz a notice of a death in his family. B' jing! thet's jest 'bout whut it wuz. Nex' minute he grabbed a rifle an' wheeled 'round quick, lookin' to'rds our rear, wild-like. All of a sudden he aimed and fired. Right spang off come an answerin' shot from the rear, an' the Capt'in dropped, deader'n a mack'rel, with a hole bored clean through his head."

Here the story-teller paused for effect. There was no more interested listener than old Transum. The narrator did not see this member of his audience, who was behind him, but he noted the deep interest shining in the faces of the others, and enjoyed his position immensely.

The silence was broken by a very young man.

"I see," cried he, "the rebels had got 'round behind ye!"

The veteran glared at him with righteous disgust and indignation.

"No, you dern fool," he said; "air you tellin' this story, or me?"

The stage-driver stuck his head in at the door and cried:

"Stage's ready to go ahead on."

Thereupon the stranger from Saw Creek stalked to the door without another word, and passed out into the road.

There he came face to face with old man Transum, to the latter's evident embarrassment.

"Well—dern my eyes!" drawled the stranger, the features in question growing wide with amazement, "ain't you the feller thet shot—"

The older man leaned forward and raised his hand with a gesture half-threatening, half-appealing.

"You kin reck'leek a thing purty well; mebbe you kin furgit it jest's well," he said.

"Why, there ain't no shame to you," replied the other. "Everybuddy 'greed 'twuz a fair, stand-up fight, an'—"

"I say you kin reck'leek a thing purty well," the old man repeated doggedly; "mebbe you kin furgit it jest's well."

"Why, yes I kin, ef it come to thet."

"Well, thet's whut it's come teh."

They stood fixedly, eye to eye, for a few moments. Then the Saw Creek man backed

off, and slowly swung himself aboard the stage, which immediately resumed its interrupted journey.

The old man watched the stage until it dipped into a hollow. Then he struck off into a rough wagon road leading over the ridge. Reaching the crest, the old man turned and scanned the main road and the fields that skirted it.

His house lay almost at his feet, nestling against the hillside. The road, however, dipped along the further slope and formed a horseshoe curve around the barn and so past the front of the house.

The cows were in the barnyard, and over the barnyard gate a young fellow and a girl were leaning. The girl, who carried a milking pail, was good to look upon: her every curve eloquent of strong and healthy womanhood.

Transum passed around the side of the barn, and shortly thereafter his head appeared over the rear wall of the barnyard.

"Berthy," he called, "ain't you started your milkin' yet?"

"No, Father."

"Well, you better had."

The young man glancing over furtively, caught the old man's steady gaze directed at him. He took the hint and beat a reluctant retreat.

When the youngster had disappeared beyond the ridge, Transum said:

"We don't want no strangers 'round here, Berthy."

"Why, Father, you don't call Rob Veters a stranger, do you?"

"Well, I don't call him kin, an' thet's enough. You and yer Aunt Marthy might's well remember thet."

After supper that evening Transum brought out his old rifle and proceeded to take it apart to the silent amazement of his sister and daughter. All the evening he busied himself cleaning and oiling the various parts, finally readjusting them with infinite care. Then he charged the piece, placed it in a convenient corner of the kitchen and went to bed.

Early the next morning when he started out with his gun over his shoulder, his sister, no longer able to control her curiosity, called after him:

"Why, Jacob, whut you goin' to do to-day?"

"Plough the hill lot, Marthy," he replied in a tone that discouraged further questions.

All that morning while the old man followed the plough upon the further slope of the ridge, his gun rested, ready for use, against a great flat boulder on the crest.

The day was yet young when Bertha, passing from the barn to the house, observed her father on the hilltop facing the main road with his gun at his hip ready for instant action. The girl ran quickly but noiselessly up the road, and keeping a clump of scrub evergreens between herself and her father, reached a point on the summit some distance to the left of him.

A light buggy had just turned in from the main road and was jolting along at a good pace.

The carriage was driven by a man in a blue uniform, whose brass buttons shone in the sunlight. A wide-brimmed hat of brown felt shaded his face.

When the carriage reached the steep grade and the horse slowed down to a walk, Bertha was startled to hear her father's voice, quite close to her, cry "Halt!" - and then the click of the gun hammer.

At that moment she recognized the occupant of the carriage.

"Father!" she cried, running out into the open, "it's Rob Veters."

The young man, who had stopped his horse instantly, was standing in the road now, staring up at them.

"Whut's yer business here?" Transum shouted. Veters, recovering somewhat from his surprise, advanced slowly, with palms outstretched, to show that he was unarmed.

"What's the trouble?" he asked. "I only want to talk to you a minute."

The old man permitted him to approach to within a dozen yards of his position, and said:

"Thet's fur enough. Now, whut fur kind o' business hev you got with me?"

"Well," with an embarrassed grin, "it ain't of a kind that's generally talked over a rifle bar'l. I'd rather talk to you private."

"Whut you got teh say teh me you kin say here," Transum said. "Air you 'feared teh say it?"

"No, I ain't," retorted the young fellow, coloring vividly. "I ain't afraid to say it to any man livin'." He threw his head up proudly and folded his arms. The girl was conscious of a thrill of satisfaction and pride in her own bosom at the sight of him. It may have been due to the

uniform, which became him exceedingly well.

"Well," Transum's jarring voice interjected, "you ain't said it yit."

The young man hung his head and kicked childishly at a pebble. He looked up for a moment, blushed, and dropped his eyes again.

"I don't like to say it this way," he finally stammered; "it's not what I expected."

"I reckon not," the old man took him up quickly. "Ef whut you got teh say wuz fair and square you wouldn't be 'feared teh spit it out now. Looky here, Robert Vettters, speak me fair, man to man! You're a draftin' officer, ain't ye?"

"A what?"

"You know well 'nough whut I mean. You're goin' 'round draftin' men fur the war, ain't ye?"

"Oh!" exclaimed Vettters, to whom the meaning of the old man's eccentric behavior began to unfold itself. "Oh! you're all wrong. There's nothing in that story of a draft. There ain't any need of it."

"So?" replied the old man, incredulously; "then whut you come lookin' me up fur in them army clo'es?"

Vettters' embarrassment now increased the old man's suspicions.

"I'll give you jest one minute teh say your say!" he said grimly.

"Well," stammered Vettters, after a painful pause. "I just wanted to ask you something. I'm goin' away to the war. Our militia company down to the court house has orders to go to the front, and we're all goin' to enlist. So I just thought I'd run up and say good-bye to you and Aunt Martha-and-and Bertha, and ask you if you'd mind-when I get back-if I'd come around again just like I've been doin'-and-and, I guess that's all."

"Do you mean," demanded the old man with brutal abruptness, "thet you wantter court my Berthy? Air you settin' store on marryin' her? Berthy, whut do you know 'bout this?"

"Nothing," cried the young man quickly, speaking for her. "I never had the gump-tion to talk up to her, and I guess I never would, except for this. She's too good fur me, and I wouldn't blame her if she didn't have me."

"Adzackly so!" the old man interrupted, and there was a new note of anger in his voice. "Whut right you got teh think

'bout marryin' a good gal? Think more o' goin' off teh kill yer own kind then teh take keer of a wife an' 'arn an honest livin'. Whut right you got, I say?"

"Well, it might be hard to make you understand—"

"Yes, 'twould. So you jest git out o' here."

"Father, you don't mean it?" the girl cried, clutching his arm.

The old man stared stonily at Vettters.

"You got three minutes teh turn your horse 'round an' start back whur you b'long."

Vettters' face paled, his chin quivered, and impotent tears welled up in his eyes, for he was little more than a boy after all. To hide his unmanly emotion from the girl, he turned suddenly and strode down the road.

Old Transum and his daughter watched him climb into the buggy and drive off. They followed his slow progress to the main road, and along it to the edge of the wooded stretch where they would have their last sight of him. He waved his hand at that point, and the girl answered in kind. Bertha and her father had not exchanged a syllable during all this time, but as the old man prepared to move away she said:

"Father, I'd like to speak to you."

He hesitated a moment, and then resumed his seat upon the stone. His face was still hard and his jaw set, for he felt that nothing she might say could alter the fact that he had acted for her best interests.

"Father," the girl began in measured, dispassionate tones. "I have never opposed your will, so far as I remember. You have been very kind to me, Father—sometimes I've thought, too kind. I mean about the schooling you gave me. It was too good for me, for I learned some things that were no use to me; some things that made my life on the farm seem small and common afterwards. It might have been better if you had neglected my education, for we might have been happier together then—you and Aunt Martha and I."

"I want to speak about Rob Vettters. You don't understand him, Father. He deserves a great deal of credit. He's going to this war, not because he wants to shoot down his fellowmen, but because it is his duty as he sees it. He joined the militia before this war was ever dreamed of, and now that war has come and the

President wants soldiers, he does not propose that any man shall call him coward. You wouldn't let any man call you that."

"Whut's thet you're sayin'?" the old man interrupted, turning toward her.

"I say you wouldn't let any man call you a coward, Father. Would you?"

The old man studied her clear eyes for several moments. Then he resumed his old position. The girl continued:

"That's Rob's idea of this war. He thinks it's his duty to fight for his country, and he's sacrificing a great deal to do it. Your idea is different. I'm not blaming you, mind, but I want you to feel, Father, that you may be wrong. I want you to know that, right or wrong, my heart is over there."

The girl stopped, and with moist eyes looked southward over the hills.

Her father made no reply to her, and so after a time she moved away and passed down to the house.

The old man remained upon the hilltop for a long time, as though he were a carved part of the stone upon which he sat. At length, however, Bertha thought she heard him calling under her window. She opened the latticed shutter, and saw him looking up at her from the garden path, with a face unusually tender.

"Berthy" he said, "I want teh go inteh town an' see thet young feller 'bout this war business. Mebbe I don't understand it. I hed a chance teh onct, 'fore you wuz born, but it didn't seem right teh me then. Mebbe I wuz wrong. I want you to come 'long with me. An'" he added after a pause— "mebbe ye'd better put on thet purty white frock o' your'n."





HOLIDAY CHEER FOR TRAVELERS.



THERE'S one time in the year when human nature asserts itself and the sentimental side of mankind is, or should be, foremost in his makeup. If he is in a real healthy state of mind, he drops in line with the cheery spirit of the Christmas-tide. If he is fortunate to have a home and be near it when the holiday



Baltimore & Ohio Dining Car Service

BLUE POINTS ON HALF SHELL
CREAM OF VICTORIA
CELERY
STUFFED MANGOES
BAKED SHAD, MAITRE D'HOTEL
POTATO CROQUETTES
DIAMOND-BACK TERPAPIN A LA MARYLAND
OYSTER CRAB PATTIES
PRIME ROAST BEEF, AU JUS
ROAST YOUNG TURKEY, CRANBERRY SAUCE
MASHED POTATOES
FRENCH PEAS
BRUSSEL SPROUTS
BRAISED SWEET POTATOES
ROAST REDHEAD DUCK WITH CURRANT JELLY
FRIED HOMINY
Cardinal Punch
ALEXANDER SALAD
ENGLISH PLUM PUDDING, BRANDY SAUCE
NEAPOLITAN ICE CREAM
NABISCO SUGAR WAFERS
HOT MINCE PIE
ASSORTED CAKE
FRUIT
ROQUEFORT AND EDAM CHEESE
TOASTED CRACKERS
COFFEE
COGNAC

The Drinking Water is from the Spring at Deer Park, Md.

CAR 1020

MEALS \$1.00

season is upon him, he is to be congratulated. But if he is compelled to be away from home or to be traveling, he is entitled to something more than the ordinary. He should be made to feel that, though among strangers, there is an atmosphere of good will around him.

It is the season of general overindulgence in the good things of life. It comes but once a year and what's the odds? He feels it, and therefore indulges himself, and believes he ought to have all that is coming to him.

The Baltimore & Ohio Railroad Company thought so, too, and laid



before their patrons on their table d'hote dining cars for ten days, menus that would delight the most pronounced epicure. He or she who sat down to any one of these feasts can boast of a Christmas dinner as rare as could be found. Venison from Maine, wild game from the mountains, strawberries from the South, were all there.

On the Baltimore & Ohio there are sixteen dining cars, of which all running west of Pittsburg serve all meals a la carte. All running east of Pittsburg, with the exception of two, serve table d'hote dinners. Three parlor cafe and two buffet cars are included in the total number.



Baltimore & Ohio Dining Car Service

ROCKAWAYS ON HALF SHELL
 POTAGE A LA REINE GREEN TURTLE CLEAR
 CELERY SALTED PECANS OLIVES
 BAKED COD STUFFED WITH OYSTERS
 CUCUMBERS
 LOESTER A LA AMERICAINE WHIPPED CREAM PUFFS
 ANGELS ON HORSEBACK
 BAKED SMITHFIELD HAM, WINE SAUCE
 ROAST BEEF, AU JUS
 MASHED POTATOES STEWED TOMATOES
 ROAST YOUNG TURKEY, CRANBERRY JELLY
 CANDIED SWEET POTATOES ASPARAGUS ON TOAST
 VENISON STEAKS A LA CHASSEUR
 ROAST PRAIRIE CHICKEN, CHESTNUT DRESSING
 (Water Cream)
 Champagne Punch
 LETTUCE AND TOMATO SALAD, FRENCH DRESSING
 ENGLISH PLUM PUDDING, HARD OR BRANDY SAUCE
 PLOMBIER ICE CREAM ASSORTED CAKES
 STRAWBERRIES AND CREAM FRUIT JELLY
 ICED MALAGA GRAPES
 EDAM AND ROQUEFORT CHEESE
 BENT'S CRACKERS
 COGNAC

The Drinking Water is from the Spring at Deer Park, Md.

CAR 1005

MEALS \$1.00

The service is arranged as nearly as possible to conform with the appetite of the passenger, the time of day taken under consideration. Breakfast and lunch are invariably a la carte; dinner, table d'hôte wherever it is practicable. Every endeavor is made to make the service supreme as to linen, dishes, glass and silver ware, and waiter service.

The best of chefs are employed, and great care exercised in the preparation of the food.

'FECTUAL PRAY'R.

BY J. EDMUND SCHILLER.

THE little African church back of the village station was alive with excitement Sunday afternoon. Rev. Hiram Morgan, the earnest pastor, had frequently alluded to his city friend, Ebenezer Abraham Sneed, as "a towerin' light-house ob faith an' pray'r, risin' 'bove de waves ob his sinful city," and the mere announcement that "Brudder Sneed" would give a "'sperience talk" at the following Sunday afternoon "love feast" was hailed with a loud chorus of hallelujahs and amens.

During the week the news of the great event spread among the darkey population for miles around, and long before the appointed hour the little cabin church was crowded to overflowing.

Each lingering moment increased the tense interest of the congregation. Rev. Mr. Morgan, however, was equal to the occasion and with his elders and deacons held a brief "emergency" council meeting in the amen corner, and decided to waive the opening service and sing only the first and last verse of a nine stanza hymn.

All eyes were now riveted on Brother Sneed as he mounted the bare pine pulpit.

"Ah aint comin' to youse folks to 'spostulate 'bout de promised lan' ob milk an' honey, but Ah's jes' gwine to scattah some wurd's ob advice an' clewashun 'bout dis hyar sinful worl'. Dis an' a time when we want fac's an' Ah comes wid de glad message ob 'fectual pray'r, an' stands befo' youse as de libin' witness dat de Lawd an' still de bes' frien' ob de dark-skin folks.

"Ah's been married nigh on to thirty-five years an' dere aint yet no time dat de Lawd done fo'sake me. Three years ago ma boy, Benjamin Hezekiah, git dat matrimony idee buzzin' in his head, an' very presen'ly he an' Susan Brown gits dere han's joined fo' bettah an' worse. Soon dey bof moves 'cross yondah mountain 'bout two hundred an' seben mile to de wes'. By an' by dere come dat pow'ful feelin' ob chil' pinin'

dat Ah couldn't shake off, 'cause Ah wanted to see ma Benjamin Hezekiah bad 'nuff. So Ah jes' set down an' 'lowed de Lawd would help me in de tribulatin' hour ob trouble, an' Ah prayed sunrise, sunhigh and sunset time for dat railroad fare fo' me an' Malindy.

"Aftah 'bout two months de neighbors all frizzle up dere noses an' say: 'Abraham Ebenezer Sneed doan be no plum fool niggah, de Lawd aint got no time to drap his ear an' scoop up yo' trubbles.' But Ah done keep up dat wraslin' wid pray'r an' hopin' mo' an' mo'. Presen'ly in ma min's eye, Ah see Mr. Debbble come spryin' 'round an' try to rub de shine off ma hope, by argufying agin de Lawd, but Ah fling him 'side wid de pow'ful words ob Scriptur'.

"Den de cold wintah was comin' on an' work was gittin' slack an' money was gittin' slacker, an' Ah 'lowed dat de Lawd sho'ly was busy, but jes' when Ah 'speets nuffin, den comed de answer to ma pray'r.

"Ah was walkin' down de track one mawuin, gwine ter work, an' thinkin' hard 'bout ma boy Ben, ovah yondah risin', an' de Lawd let me clean fo'git 'bout dat engine comin' 'round de sharp sugar-house curve, an' fo' Ah knowed it dat same engine tossed me ovah in de ditch. Malindy say dat Ah sleep three whole days an' nights. Long to'ads seben weeks aftah, de doctah at de hospital say Ah could go home.

"De boss railroad man he soon jine me at ma house an' paid me dat same seben weeks wages an' make me a present ob twenty-five dollars 'sides, jes' to show dat de railroad folks aint got no hard feelin's agin me.

"Ah 'clare bredderin it seem like a dream, but aftah he lef' an' Malindy lock de doah, Ah figgered out dat dere was railroad fare fo' all bof ob us to Ben's, 'sides some loose change to buy bananas an' peanuts on de train. An' den Ah fell on ma knees an' thanked de good Lawd, 'cause dat was de answer to ma pray'r sho' 'nuff."

HUMOR AND THE HUMORIST.

This new departure in the "Book of the Royal Blue" will chronicle the current actions of the American Press Humorists from time to time, with the earnest endeavor to let them see themselves as others see them and vice versa.

ADVENTURES IN THE LECTURE FIELD.

BY STRICKLAND W. GILMAN.

With illustrations by the author.

RECENTLY I took a swing around the lyceum circle. At night I electrified audiences from 8.30 to 10.10, waited for trains till midnight or after, slept until my station was reached (or as nearly so as time for a hurried toilet would let me), got off, ate some bad food, studied the natives and did the electrifying stunt again. It is not an alluring life, to look at it with cold, critical eyes. It consists of little besides hard work and exposure and hard hours. Yet we who become accustomed to it love it and find but one thing wrong with such existence—the fact that it takes us away from home so much. That, of course, is a good thing for our families, but it is hard to make either ourselves or our infatuated wives and progeny believe it.

But there are adventures of unusual interest sometimes connected with such nomadic bawling about the country. The trip to which I refer in the opening paragraph was through Illinois, Iowa, Nebraska and South Dakota. The jumps were long, the weather cold, the trains late, the theaters poorly heated, the hotel coffee poor, the dining-car "hot biscuits" frappe, the drives occasionally necessary to make the next place by 8 p. m. were a means of grace, but the people were appreciative and warm-hearted—the only really compensatory feature (aside from the money) associated therewith. Yet sometimes I had my tender feelings injured by some thoughtlessly and ruthlessly truthful person who regarded the "lecturer" as



public property for the time being and subject to the same sort of comment as the weather, a presidential candidate, or any other disagreeable circumstance.

For instance: At Onawa, Iowa, where a blizzard had hit the town hard, in advance of my arrival, I was hurrying to the opera house clad in two suits of clothes, with my dress-coat wrapped around my patent-leather shoes, under my arm. I was bumped up, with face set desperately, breasting a strong, cold wind that had come for many a league across the prairies to find a hiding place among the Missouri River bluffs. I was not posing as an Apollo—some folks have been frank enough to call me homely even when I did try to look presentable. I passed the postoffice, in front of which a lot of natives were lined up. Each had on a bearskin coat, as is the custom in that country. As I scooted by I noticed that each was stealthily observing me out of the tail of his eye, with the look of the rustic when he seems to see nothing yet sees everything. And just as I had passed, one of the crowd, after expectorating half way across the street, remarked calmly:

"Well, that feller's show may be good, but th' per-rade's rotten."

At Vermillion, S. D., I was to take a 2 a. m. freight, and as there is no night clerk at the hotel, I had to borrow an alarm clock. You who have wakened at 1.30 after ninety minutes' sleep know about what frame of mind I was in. I began dressing, when the alarm clock broke out in a fresh place. It was one of those intermittent ones that keep on whanging away until you touch some little dinkus and make it behave. The little dinkus was broken off of the one I had, so it had to keep right on. Every time it went off I was scared half to death and my head hit the ceiling. So I piled pillows on top of the obstreperous,



vociferous, rowdyish timepiece and proceeded, with all the joy of a man trying to fasten a collar button when he's nervous and angry, to sit there and listen with fiendish joy to the occasional death-rattle from the poor thing's throat. The fluttering that would fain have been a ting-a-ling struggled out from under the pillows in a determined way, like the voice of a drowning man yelling for help.

I have felt like a Jack-the-Strangler ever since.

THE RUBÁIYÁT OF THE COMMUTER.

ONE of the damtiest booklets of the holiday season comes from the deliciously satirical pen of Mr. Taber, who first swung into fame by writing his "Ballads to Bad Babies."

Mr. Taber has the faculty of writing jingles which attach themselves to one's memory—obsessive ones, if you please—and now the much abused habitual commuter is immortalized in a "Swan Song" after our dearly beloved Khayam.

The "captains courageous" of the great commuter army increase year by year—they fear not the elements and are against race suicide.

The cheering, comforting, assuring lines of Mr. Taber's Rubáiyát will have a tendency to create in the aforesaid army a desire to form a trust, and since their mission on earth is such a noble one, we are assured the President will not take steps to suppress it.

When the little book has fairly started on its journey we can imagine the joy of "The Man of Bundles," snugly ensconced in the cushioned seat, near the window, of the Dingley Dell Accommodation, memorizing the verses which suit him best; the grin of the brakeman who borrowed a copy from the train butcher, and the smiling conductor who can now openly josh his weekday train acquaintances, ticking on to each one the verse most fitting.

We trust Mr. John Bridges, of the Briardell Print Shop, Briardell Manor, N. Y., will find it necessary to get more presses, and stronger ones, to supply the assured demand for this little book of pleasant satire.

Mr. Taber will get his deserts from those who read his book.

STEALTHY STEVE, THE SIX-EYED SLEUTH.

SHADES of Sherlock Holmes! Mr. Newkirk of the "Boston Post" has gone and done it. Just as though the average messenger boy hasn't enough literature to occupy his mind already. Perhaps, when he reads "Stealthy Steve" he will discover the error of his ways and return to the paths of rectitude—also dispatch.

This book has been on Mr. Newkirk's mind for some time, and now that it is cold type, the "Post" and patient public will rejoice. John W. Luce & Co. of Boston have assumed the responsibility for 75 cents per copy.

AN ITALIAN KING.

Mr. T. A. Daly of the "Catholic Standard and Times" has taken up a new dialect series, which is scissored everywhere.

I am so good for evratheeng
I oughta be electa keeng!
Ees no som'body else at all
So strong like me, so beeg, so tall,
An' no som'body else can do
So greata theengs like I can, too.
How mooch you try you no can be
So tina beega man like me,
You bat my life! I oughta gat
A crown for wear censide my hat,
An' makin' all da style I can
Baycause I am so granda man.
All dees ees true. Eh, how I know?
My leetla boy he tal me so.

You maka fun weeth me an' tease,
An' call me "Dago" eef you please;
An' mebbe so I what you call
"No good for anytheeng at all,"
An' you weel theenk you speaka true
Baycause eet looka so to you.
Wal, mebbe som'time you ees right,
But not wann I gat home at night,
Ha! dat'sa time dat I am keeng
An' I am good for evratheeng!
I know; baycause Patricio,
My leetla boy, he tal me so.





Stub Ends of Thought

By ARTHUR G. LEWIS.



ONE of the most violent dissipations of the mind is the too liberal rein allowed our imagination.

Reason recognizes many things that conscience never becomes thoroughly reconciled to.

The personal estimation of some people is often regulated by the insinuated depreciation of others.

It is a very difficult matter not to overdo a recognized tendency.

The grace, dignity and strength of our character is best shown, not by the number of times we fall, but how we get up again.

Beware of the man who swaggers or sways, in intent, expression or thought.

To speak well of others requires only breath and words, to say nothing demands only the mercy of silence.

It is often the lack of proper sympathy and appreciation that retards the progress of effort.

The nearer we get to ideals the more we become impressed with the materialism of imagination.

An idiotic construction placed upon an intelligent idea is often responsible for expensive explanation.

Executive ability consists largely of the knowledge where to draw the line between minor matters and subjects of importance.

Often we lose the substance of reality while running after the shadows of ideals.

The permanency of love can only be estimated, its guarantee must be limited to the reserve fund of many contingencies.

Ignorant natures view with suspicion all things that overreach their intelligence.

It is remarkable how much the conscience has influence over the general condition of contentment.

The ethical equilibrium of some of us is not permanently preserved on account of our neglect to properly protect the surface of our temperament with the syrup of discretion.

We all live to a large extent in the world of one individual hope, and whether for a selfish or unselfish purpose, our ambition begins and ends there.

Life is too short and death too long, to worry over the small prejudices of small men.

What we call lack of consideration for others is frequently only a reflection of our own selfishness.

We often spend more time in righting a wrong than we would have done to perform the right at first.

It is dangerous to build air-castles that are based on any condition or foundation of faith.

WITHIN THE GATES.

By ARTHUR G. LEWIS.

Within the gates of our income,
In the garden of resources,
Blooms contentment sweet and fragrant
As a God-kissed summer day.
And the bright sunshine of duty
Lights and warms the shadowed corners,
As the clouds of dread to-morrow
Like a dream thought drift away.

"STUB ENDS OF THOUGHT" In book form, bound in buckram cloth (104 pages) may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 27, 1904	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
EASTWARD	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	2.57
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.50	8.19	11.45	3.10	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.52	8.32
AR. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50			8.35

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 27, 1904	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY
WESTWARD	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT
LV. NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	5.55	6.55	12.10
LV. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15
LV. PHILADELPHIA	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.35
AR. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.43	4.14	6.09	8.16	10.55	11.32	6.00
AR. BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.36	6.05
AR. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.10	12.10	12.31	7.25

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
LV. NEW YORK, SOUTH FERRY	9.55 AM	11.55 AM	3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM	
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	
LV. PHILADELPHIA	12.30 PM	2.14 PM	5.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM	
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.14 PM		10.55 PM	9.48 AM	8.45 AM	11.32 PM	
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.41 PM	
LV. WASHINGTON	4.05 PM	5.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM	
AR. DEER PARK HOTEL								LV. 4.30 PM
AR. PITTSBURG			7.15 AM		7.45 PM		9.00 AM	9.50 PM
AR. CLEVELAND			12.35 PM					LV. 5.20 PM
AR. WHEELING (EASTERN TIME)		5.35 AM						9.20 PM
AR. COLUMBUS		8.45 AM						7.40 AM
AR. CHICAGO		5.30 PM			9.00 AM			
AR. CINCINNATI	8.05 AM			6.35 PM		2.35 AM		
AR. INDIANAPOLIS	11.45 AM			10.35 PM				
AR. LOUISVILLE	11.50 AM			9.30 PM		7.55 AM		
AR. ST. LOUIS	6.00 PM			7.28 AM		1.40 PM		
AR. CHATTANOOGA	6.00 PM			6.25 AM				
AR. MEMPHIS	11.00 PM			8.30 AM				
AR. NEW ORLEANS	10.00 AM			8.00 PM				

A Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY	No. 46 EXPRESS DAILY
LV. CHICAGO			3.30 PM	10.40 AM			10.30 PM	8.00 PM
LV. COLUMBUS				7.05 PM				11.00 AM
LV. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM				
LV. CLEVELAND			10.15 PM		1.00 PM			
LV. PITTSBURG			8.00 AM		9.00 PM	6.30 PM	6.30 PM	1.00 PM
LV. ST. LOUIS	* 8.54 AM	2.05 AM				9.08 PM		
LV. LOUISVILLE	2.10 PM	8.10 AM				2.30 AM		
LV. INDIANAPOLIS	* 2.45 PM	8.05 AM						
LV. CINCINNATI	* 6.35 PM	12.10 PM				8.10 AM		
LV. NEW ORLEANS		7.05 PM				9.15 AM		
LV. MEMPHIS		6.50 AM				8.40 PM		
LV. CHATTANOOGA		10.40 PM						
LV. DEER PARK HOTEL								
AR. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	2.42 AM	11.05 PM
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	3.47 AM	12.25 AM
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	3.55 AM	12.44 AM
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	6.00 AM	3.10 AM
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	8.32 AM	5.52 AM
AR. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	8.35 AM	

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512.** Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner a la carte, Philadelphia to New York.
No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.
No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.
No. 546. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
No. 517. Drawing Room Buffet Parlor Car New York to Washington.
No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.
No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.
No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
No. 511. Buffet Drawing Room Parlor Cars New York to Washington.
No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellafre. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.
No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.
No. 55. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dining Cars Martinsburg to Cumberland and Grafton to Cincinnati.

EASTWARD.

- No. 2.** Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.
No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland.
No. 46. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:


AKRON, OHIO, Union Station, C. D. HONABLE, Ticket Agent. Howard Street, U. S. G. ARLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent; B. F. BOND, District Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIKE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 360 Washington Street, J. E. TAGGART, New England Passenger Agent, E. E. BAKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Elliott Square, H. A. WELLS, Eastern Passenger Agent, R. F. O. S. W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. McGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 211 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent, H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. FIDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S. W.
CINCINNATI, OHIO, B. & O. S. W., 30 Walnut Street, Traction Bldg., J. B. SCOTT, District Passenger Agent; C. H. WISEMAN, City Ticket Agent; J. E. RICHMAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; Wm. BROWN, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S. W., Apartado 2000.
CLEVELAND, OHIO, 211 Superior Street, M. G. CARREL, Division Passenger Agent, G. W. SUTGINS, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
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CONNELLVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. F. ROGERMAN, Traveling Passenger Agent, B. & O. S. W.
DENVER, COLO., S. M. SHATTUCK, Traveling Passenger Agent, B. & O. S. W.
HARPER'S FERRY, W. VA., C. F. DEDROW, Traveling Passenger Agent.
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ROYAL BLUE SERVICE FROM WASHINGTON



BALTIMORE & OHIO R.R.
To **BALTIMORE**
WITH PULLMAN SERVICE

"EVERY HOUR ON THE HOUR" TO BALTIMORE
"EVERY OTHER HOUR ON THE ODD HOUR" TO PHILADELPHIA & NEW YORK

ROYAL BLUE SERVICE WASHINGTON TO NEW YORK

ROYAL BLUE TRAINS

LEAVE WASHINGTON

FOR PHILADELPHIA AND NEW YORK

"Every Other Hour on the Odd Hour"

7, 9, 11, 1, 3, 5 o'clock

DURING THE DAY

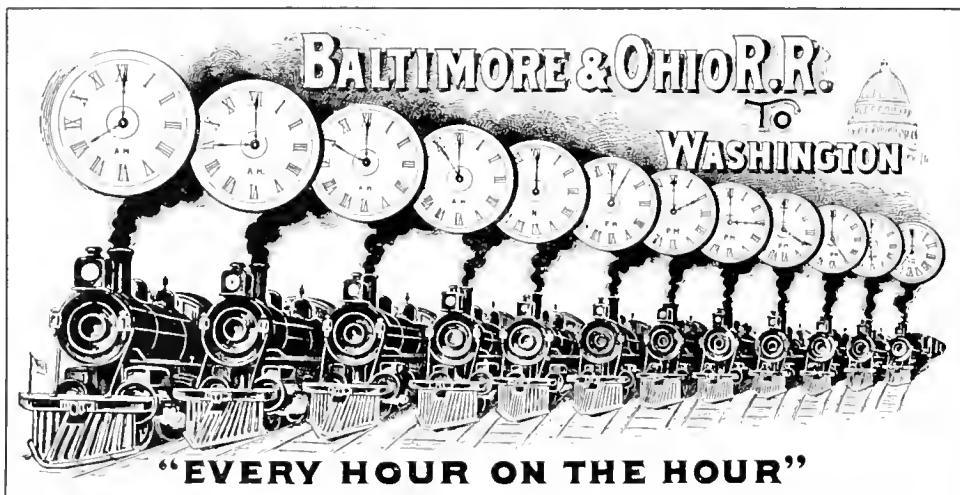
Other trains at 8.00 p. m., 11.30 p. m. and 2.57 a. m.

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Modern Coaches, Pullman Parlor
and Sleeping Cars and unexcelled
Baltimore & Ohio Dining Car Service

The "Royal Limited" leaves at "Three"

TRAINS FROM BALTIMORE TO WASHINGTON



ROYAL BLUE SERVICE NEW YORK TO WASHINGTON

ROYAL BLUE TRAINS

LEAVE NEW YORK

FOR BALTIMORE AND WASHINGTON

“Every Other Hour on the Even Hour”

8, 10, 12, 2, 4, 6 o'clock

DURING THE DAY

Another at 7.00 p. m. and one at 12.15 midnight

SPLENDIDLY EQUIPPED

Modern Coaches, Pullman Parlor
and Sleeping Cars and unexcelled
Baltimore & Ohio Dining Car Service

The “Royal Limited” leaves at “Four”



BALTIMORE & OHIO R. R.

TRAIN No. 7

"NEW YORK AND CHICAGO EXPRESS"

LEAVES NEW YORK 12.00 O'CLOCK NOON, PHILADELPHIA 2.14 P. M., BALTIMORE 4.30 P. M., WASHINGTON 5.30 P. M., ARRIVING CHICAGO 5.30 P. M. NEXT DAY, MAKING EXCELLENT CONNECTIONS WITH ALL INTERSECTING LINES FOR MICHIGAN POINTS, AND ALL EVENING TRAINS LEAVING CHICAGO FOR THE WEST AND NORTHWEST, AS FOLLOWS:

At FOSTORIA with Hocking Valley Train No. 33, leaving Fostoria 11.14 a. m., arriving Toledo 12.10 noon, arriving Detroit 4.20 p. m.

At DESHLER with C. H. & D. Train No. 6, leaving Deshler 12.52 p. m., arriving Toledo 2.20 p. m., arriving Detroit 4.10 p. m.

At DEFIANCE with Wabash Train No. 6, leaving Defiance 1.02 p. m., arriving Toledo 2.25 p. m.

At CHICAGO with trains leaving as follows: C. & A., 6.00, 9.00 and 11.40 p. m.; C. & N-W., 6.00, 6.30, 7.00, 8.00, 8.02, 10.00, 10.30 and 11.00 p. m.; C. Gt. W., 6.30 and 11.00 p. m.; Wis. Cent., 6.15 p. m.; Rock Island, 5.45, 6.05, 10.00 and 11.30 p. m.; Burlington, 6.00, 6.10, 6.30 and 10.30 p. m.; Santa Fe, 6.00, 7.30 and 10.00 p. m.; Ill. Cent., 6.00, 6.20 and 9.00 p. m.; C. M. & St. P., 6.00, 6.05, 6.30 and 10.25 p. m.; Pere Marquette, 11.55 p. m.; C. & E. I., 7.00, 9.30 and 11.40 p. m.; Wabash, 9.17 and 11.30 p. m.



BALTIMORE & OHIO R. R.

TRAIN No. 14

"CHICAGO, CLEVELAND AND PITTSBURG
EXPRESS"

LEAVES CHICAGO 10.30 P. M., ARRIVING AKRON 8.40 A. M., CLEVELAND 9.50 A. M., PITTSBURG 3.15 P. M., WITH BUFFET DRAWING-ROOM SLEEPING CAR TO CLEVELAND, DRAWING-ROOM SLEEPING CAR TO PITTSBURG, AND DINING CAR AKRON TO PITTSBURG.

THE LATER DEPARTURE FROM CHICAGO INSURES CONNECTIONS WITH MANY OF THE IMPORTANT TRAINS OF WESTERN LINES.

At Pittsburg connection is made with the "Duquesne Limited," leaving Pittsburg at 6.30 p. m., arriving Philadelphia 6.00 a. m. and New York 8.30 a. m., and with the "Washington and Baltimore Express," leaving Pittsburg at 9.00 p. m., arriving Washington 6.30 a. m. and Baltimore 7.50 a. m. Solid vestibuled trains with Pullman Drawing-Room Sleeping Cars.

Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1905



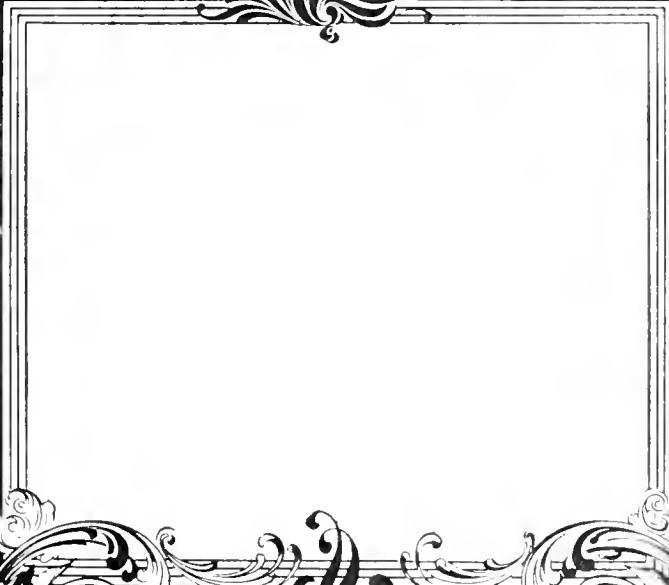
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							29	30	31					24	25	26	27	28	29	30	31						

ROYAL BLUE TRAINS

D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
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BALTIMORE & OHIO R.R.
WITH STOP-OVER PRIVILEGE



Baltimore & Ohio

"The Inaugural Route"

Between

Chicago

and

Washington



Between

St. Louis

Louisville

Cincinnati

and

Washington

"INAUGURAL ROUTE" TO WASHINGTON

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"The Avenue of least resistance."

There are two routes.

One via Pittsburg and the other via Newark, Ohio.

Shortest route; no change of cars of any kind, either way.

Solid vestibuled express trains with Pullman Drawing-room Sleeping Cars, Observation Cars and Dining Cars.

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Between

Cleveland

and

Washington

Through Pullman Buffet Drawing-room Sleeping Cars, daily.

✱ ✱

Between

Pittsburg

and

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Three solid vestibuled trains each way, daily.

Parlor Observation Cars and Dining Cars in the day time and Pullman Drawing-room Cars at night.

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Three solid vestibuled trains each way, daily.

Pullman Drawing-room Sleeping Cars, wide vestibuled coaches, unexcelled Dining Car service.

No change of cars. Shortest route. Best time.

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THE BALTIMORE & OHIO

Is the natural highway from the West and Northwest to the
Capital of the United States



Special Low Rates
TO
WASHINGTON
ACCOUNT
INAUGURATION
PRESIDENT ROOSEVELT

FROM POINTS 100 MILES OR LESS FROM WASHINGTON, tickets will be sold at ONE AND ONE-THIRD FARE for the round trip, good going March 3 and 4, and returning, good leaving Washington until March 8, 1905, inclusive.

FROM POINTS MORE THAN 100 MILES FROM WASHINGTON, EAST OF OHIO RIVER, tickets will be sold at ONE FARE PLUS 25 CENTS for the round trip, good going March 2, 3 and 4, and returning, good leaving Washington until March 8, 1905, inclusive.

FROM POINTS WEST OF OHIO RIVER, tickets will be sold at ONE FARE plus 25 cents for the round trip, good going March 1, 2 and 3, and returning, good leaving Washington until March 8, 1905, inclusive.

By depositing ticket with joint agent at Washington not later than March 8, and on payment of fee of \$1.00 at time of deposit, an extension of final return limit will be granted to leave Washington not later than March 18, 1905, inclusive.

For additional information call on Ticket Agents Baltimore & Ohio Railroad.

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, FROM

BOSTON AND NEW YORK

TO

WASHINGTON

1905

LEAVING BOSTON

February . . 3 March . . . 31 April . . . 28
February . . 17 April . . . 14 May . . . 12
March . . . 17

\$25
Boston

\$18
New York

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING.

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

**NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON**

AND INTERMEDIATE POINTS TO

WASHINGTON

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

**\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER**

1905

February . 11 March . . 30 April . . 27
March . . 16 April . . 18 May . . . 11

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, TO THE

**Battlefield of Gettysburg
and Washington**

FROM BOSTON MAY 12, 1905
OCTOBER 6, 1905

FROM NEW YORK MAY 13, 1905
OCTOBER 7, 1905

**Personally Conducted
All Expenses Included**

DETAILS LATER

Florida Tours

**FEBRUARY = 7
FEBRUARY = 21
MARCH = = = 7**

1905

VIA

WASHINGTON

FROM

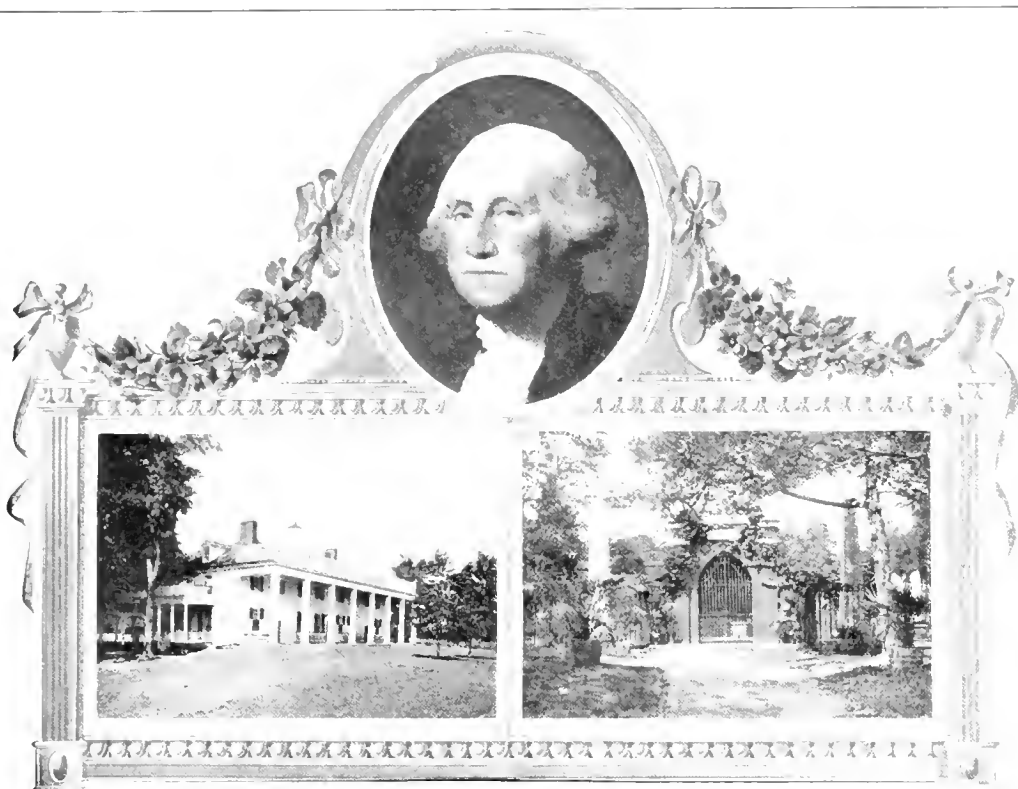
**New York Philadelphia
Baltimore Pittsburg
...Wheeling...**

From Boston Preceding Day

VERY LOW RATES

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Baltimore & Ohio R. R.



WASHINGTON.



ASHINGTON is in many respects the most interesting city in America. It is the favorite place of pilgrimage for thousands of intelligent tourists, who are attracted from all parts of the world by the beauty of its streets and parks, the architectural proportions of its massive and many public buildings, the numerous statues and hundreds of other objects that interest the traveler.

The subject of having a territory under the exclusive jurisdiction of Congress was one of the first to receive the attention of the legislators of the new Republic, and the establishment of a permanent seat of government, two years after the form of government was adopted by the nation, was one of the most important acts of Congress in the early stages of the country's existence.

The Continental Congress opened its first session in Philadelphia, September 5, 1774, but on account of the advance made by the British army, and other causes later on, it was compelled to keep up a peripatetic existence, moving from Philadelphia to Baltimore, thence back to Philadelphia to Princeton, N. J., Annapolis, Md., Trenton, N. J., and New York, where it continued its place of meeting until the adoption of the Constitution of the United States in 1788.

The struggle for the location of the national capital began in the Continental Congress, and was only abandoned there to give place to graver matters which required the attention of that body, and to avoid the local irritation raised by the subject, then thought to be a serious question to the life of the new Republic.

In the first Federal Congress the matter was again made the subject of serious

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THEODORE ROOSEVELT, PRESIDENT
At his desk in the White House, Washington, D. C.

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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VOL. VIII.

BALTIMORE, FEBRUARY, 1905.

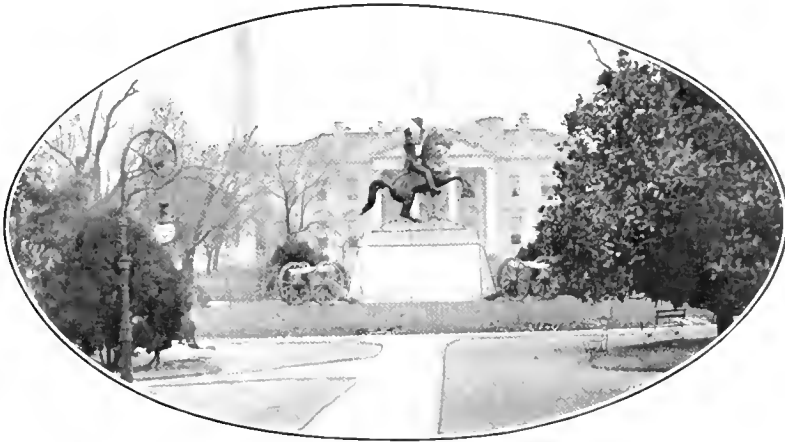
No. 5.

THE INAUGURATION OF PRESIDENT ROOSEVELT.

ALTHOUGH Congress has several times considered the advisability of selecting a date more seasonable than the 4th of March for the inauguration of presidents, it has not yet been done, and this year the time-honored date will be chosen as heretofore.

March in Washington, as well as any-

Then the parade. After all, the parade is the main thing as far as the general public is concerned. The grand march from the White House to the Capitol and back; the brilliant military display; the many bands; the flashes of color; the President and his brilliant escort; the Cabinet and distinguished officers of the army and



THE JACKSON MONUMENT

where along the eastern sea coast, is extremely changeable and disagreeable. East winds prevail and the weather is anything but desirable for an outdoor demonstration, such as the ceremonies connected with an inauguration necessarily are.

The administration of the oath on the Capitol steps, witnessed by thousands with uncovered heads, is not altogether the most comfortable thing on a rainy, chilly day. Yet it is the rule, not the exception.

navy; senators and statesmen; governors of states; the gorgeous trimmings of the avenue.

It's the biggest parade that America can produce, and while it may not equal the display of the Lord Mayor of London, yet it is good enough for a plain democratic country like the United States, and more interesting from the fact that nearly everybody has a hand in it.

March 4 falls on Saturday and there will

be a break in the usual three days' continuous festivities. Saturday, therefore, promises to be a busy day.

The inaugural committee, after taking into careful consideration the building of a large ellipse or reviewing stand south of the White House, finally abandoned the project, which had its good and bad points, and decided to again use the old route of the inaugural parade, forming at the Capitol and continuing up Pennsylvania Avenue to Fifteenth Street, to Pennsylvania Avenue again, to Seventeenth Street and to Washington Circle to disband. The President will review the pageant in a specially erected stand, large enough for his party, in front of the White House. Across from this, on Lafayette Square, a larger stand

bold figures representing various subjects, and many beautiful urns and ornamental pieces. The services of the designer of the St. Louis Fair, Mr. Emmanuel L. Masqueray, architect, will assist the local committee of sculptors to arrange these pieces into a beautiful "Court of History," with a proper setting of tropical palms, plants, etc. The various state shields will be handsomely painted and placed on flag poles between the statues. They will be trimmed with palm leaves and made to harmonize with the general features of the court.

It is intended the parade shall excel in excellence rather than size. The military features will be closely observed. The cadets of the army and navy from West



THE SHERMAN MONUMENT

will be erected by the committee, the seats upon which will be sold. Other stands will be erected at Market Place and on the site of the new Municipal building, by parties to whom the committee will sell the privileges.

For the guidance and instruction of visitors, nearly three hundred artistic signs will be placed conspicuously in front of the notable places in Washington, following the example established at the Grand Army reunion, which was much appreciated.

The plans for street decoration excel anything ever attempted in this line. The committee have secured a large number of plaster decorations which were used at the World's Fair. Included among these works of art are: the figures of Anthony Wagner, Andrew Jackson, Bienville, Marbois, Livingston, La Salle, Noyez, George Rogers Clark, Jehen Gobelin, besides several sym-

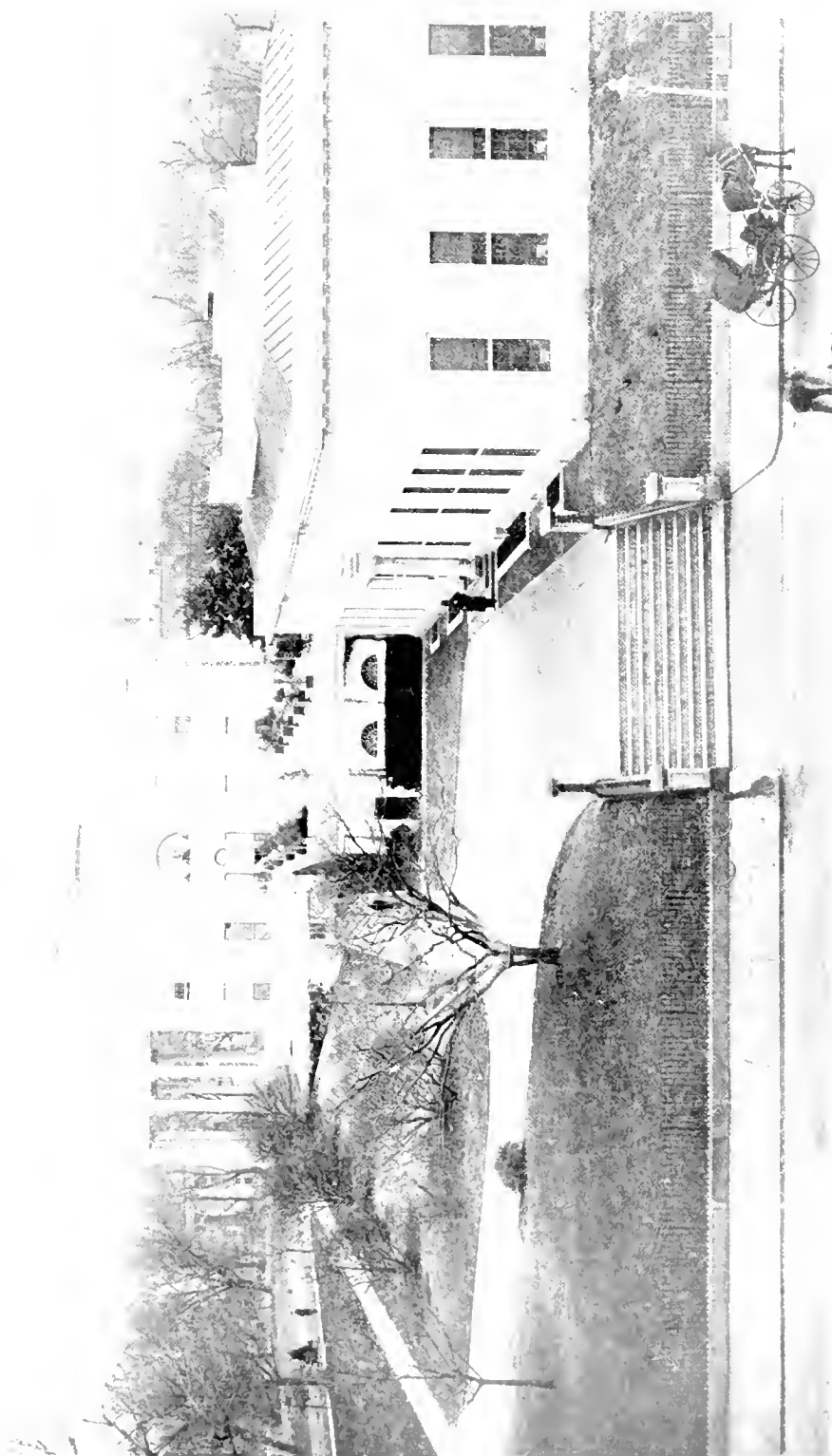
Point and Annapolis will be a customary feature, while several regiments of infantry, cavalry and artillery from the regular army, augmented by probably twenty thousand members of the national guard, will present a suitable bodyguard.

Besides the military will be the Rough Riders, Spanish War veterans, veterans of the G. A. R., etc. The civic parade also promises to be on a very large scale.

The inaugural ball takes place at night at the Pension building, which will be magnificently decorated. The Marine band will be in attendance.

Tickets to the ball will be sold for \$5.00 for each person. The cost of carriage for the ball, is fixed under the District laws, i. e., \$1.00 for a herdie, \$5.00 for a carriage, etc.

On March 4, 6 and 7 exquisite illuminations and fireworks have been provided for the night celebrations.



EXECUTIVE CHAMBER.

THE RENOVATED WHITE HOUSE, WASHINGTON.

On these occasions the Washington Monument and Dome of the Capitol will be brilliantly lighted by hidden search-lights, and the colors will change from gold to white, purple to crimson.

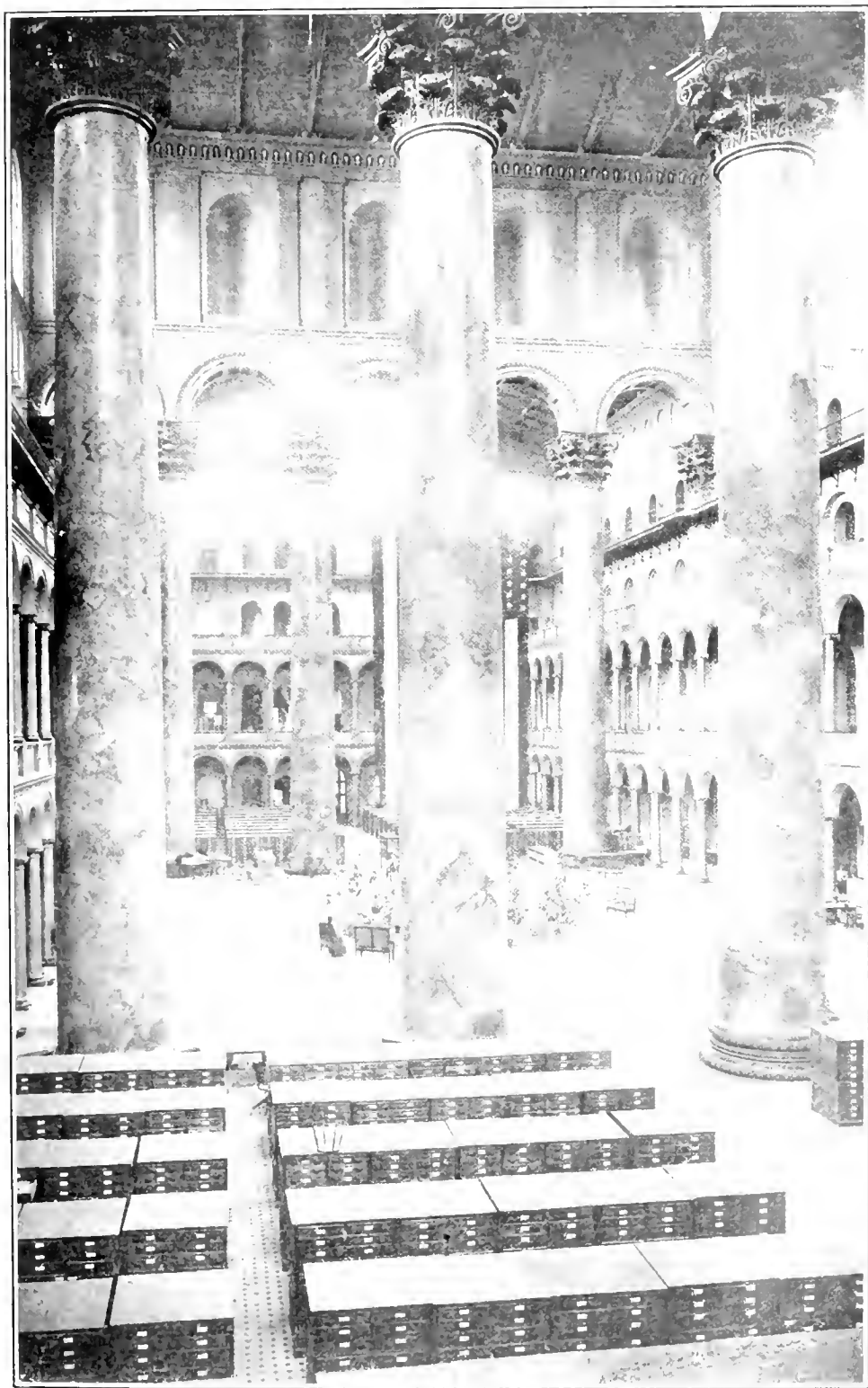
On Monday, March 6, three concerts will be given in the Pension building by an orchestra of one hundred and twenty-five

and band of seventy-five. The morning concert will be in honor of the army and navy; the afternoon in honor of congress, and the night in honor of the governors of the various states.

An official inaugural programme will be issued, giving entire details of all the features.



STATUE OF FREDERICK THE GREAT, ON WAR COLLEGE GROUNDS.



GRAND INTERIOR COURT OF THE PENSION BUILDING WHERE THE INAUGURAL DATES ARE GIVEN

DANCES OF OLD DAYS.

SOCIAL FUNCTIONS INAUGURATING AMERICAN PRESIDENTS NEVER WERE SIMPLE AFFAIRS.

FROM THE "WASHINGTON POST."

THE inaugural balls of the past, from the time of that celebrating the second installation of President Washington in 1793 to the great event in the Pension Office building in honor of Mr. McKinley in 1901, reveal a gradual increase in splendor, commensurate with the growth and expansion of the nation. They were never simple affairs, even in the days when the city of Washington resembled one of the Western prairie towns of a latter day, but were always the most important social functions, attracting the brilliancy and beauty of the nation. Nearly all preparations, or lack of them, reflected in large measure the character of the administration to be inaugurated, as instanced in the case of Jefferson, when no ball at all was held. Later on, not content with one grand social affair, two and three were held.

It was not long after the formation of the government that the custom of holding inaugural balls began. Just prior to the celebration of Washington's second election in Philadelphia, the following card was inserted in the papers of that city:

The members of the Senate and of the House of Representatives of the United States are respectfully invited to a ball on the 11th of March, 1793, to be given by the Dancing Assembly, in honor of the unanimous re-election of George Washington, the President of the United States; the anniversary of the present form of government of the United States, and a parting leave with the members of the present Congress.

The Capital of the nation was moved to Washington, the new city, with few conveniences, and on March 4, 1800, the first inaugural ball was held here. It was a grand affair, was held at Long's Hotel, and was attended by President Madison, ex-President Jefferson and the foreign ministers. "Mrs. Madison never dances," a chronicle of the time states, but she was an interested spectator at the ball. Four hundred took part. At the second inauguration of President Madison the event took place at the Davis Hotel.

At the first inauguration of President James Monroe, in 1817, the "Octagon House," which stood at the corner of New York Avenue and Eighteenth Street, was

used as a residence, the White House having been burned prior to this; and therefore the President and his wife resided at the Davis Hotel, later the Metropolitan, where 800 people of social prominence in that day assembled. The second ball, in 1821, was given under the auspices of the Washington Assemblies.

The White House was again ready for occupancy when John Quincy Adams came into power, President Monroe having given the first public reception in it on the day of the election of Mr. Adams. The ball was held, as were many of the fashionable affairs of that day, at Carusi's Saloon, afterward known as the Theater Comique.

No ball was given when Andrew Jackson was inaugurated, but there was sufficient celebration, for, after the taking of the oath, a great crowd gathered to pay its respects to the new President at the White House. As a result of this effusive demonstration of affection, nearly all of the glass and china was broken and the chairs were covered with mud, left as evidence of the curiosity of those who wished to catch a glimpse of the hero of New Orleans. After the second election of Jackson a ball was held at the Central Masonic Hall, between Third and Four-and-a-half Streets, on Pennsylvania Avenue, attended by the mayor and board of aldermen.

At President Martin Van Buren's inauguration in 1837, two balls were given, but the chief executive attended only one, that at Carusi's Saloon, on Eleventh Street. Many Senators and Representatives were present.

When President William Henry Harrison assumed the reigns of government an old theater in Louisiana Avenue was secured for the inaugural ball. The building was purchased by a committee and furnished with a dancing floor and a supper room, the ball proving such a success that a surplus of \$2,000 was afterward divided between the Protestant and Catholic orphan asylums. It was a brilliant affair, and a feature was the President joining in the dance with Mrs. Gales, wife of the editor of the *National Intelligencer*. The gentlemen

were charged \$10 admission, while the ladies were invited guests. Two other balls were held at the same time: the "People's Tippecanoe Inauguration Ball," and the "Native American Inauguration Ball." These were not attended by President Harrison.

The ball in honor of President Polk in 1845, took place at Carusi's Saloon. It was a brilliant affair, the attendance being limited to 600 persons. Like all of the early balls it proved a financial success.

Three balls were given when Gen. Zachary Taylor, or "Old Rough and Ready," came to preside over the destinies of the nation. For the principal one a temporary building was erected in Judiciary Square. On the evening of March 4 it was splendidly decorated and Prof. Gungl's Austrian band, celebrated in those days, added to the entertainment. The second was given at Jackson Hall and the third at Carusi's Saloon. President Taylor and Vice-President Fillmore attended all of them during the evening.

The ball which followed the inauguration of Franklin Pierce took place in a building constructed on the same site. The rooms in the city hall were temporarily vacated and were occupied as dressing, reception and cloak rooms, communicating with the ballroom through covered corridors. A gay and representative throng of pleasure seekers assembled to do honor to the occasion, and it was one of the most enjoyable that had yet been held.

Financial disaster met the efforts of those who arranged the ball in honor of James Buchanan, the last President of the antebellum time. The deficit, however, was made up by the members of the committee. A temporary building was again constructed. The interior was decorated with the flags of all nations, the ceiling being covered with white cloth and "studded with golden stars that twinkled as they moved in unison with the measures of the dancers." President Buchanan, accompanied by Miss Harriet Lane, entered at 11 o'clock, and after viewing the promenade, sat down to supper at midnight, while the dancing continued until morning.

The threatening cloud of civil war hung over the nation when President Lincoln took up the burden of preserving the Union. Perhaps as a result of this the ball was not a financial or social success, though Secretary Seward had spared no efforts to make it both.

It is interesting to note that Alexander R. Shepard was at the head of a committee to furnish the gas fittings and chandeliers, which were brought from Philadelphia. Mr. Lincoln did not attend the ball.

When President Grant was inaugurated the ball was held in the north wing of the Treasury Department. Barring the crowding consequent upon the small quarters, it was an enjoyable affair, and all official Washington was there, a great many army officers being present. Two thousand tickets were sold, admitting one gentleman and two ladies, and it was estimated that there were 5,000 persons present. The jam in the passageways and on the stairways was terrific. The arrangements for checking hats and cloaks were so defective that many waited for hours, only to go away coatless and hatless. Horace Greeley was jammed in for two hours awaiting the delivery of his white overcoat, and it is said, "swore a good deal in the oddest and most miscellaneous style."

The policy of erecting a temporary structure was again resorted to when President Grant returned to the White House. A building 350 by 150 feet was erected on Judiciary Square for the purpose, and the interior was beautifully decorated, being lighted by 2,500 burners, from which hung aprons of crimson, blue and gold. The woodwork was entirely covered with the decorated material. The supper-room, into which there were twenty entrances, was profusely decorated; all of the cooking being done in New York by a chef of Delmonico. The baking cost \$10,000 and the dishes \$5,200. But all the labor and expense was to little avail, because of the very cold weather, the ladies appearing in the warmest wraps and the gentlemen wearing hats and overcoats on the ballroom floor. Hot drinks were in demand and dainties were neglected. An army of canary birds had been provided, but the sweet music froze in their throats. In short, the inaugural ball of 1873 was a fiasco.

When President Hayes was inaugurated there was no ball, as there was no time between the decision of the Electoral Commission and March 4 to arrange for one.

In 1881, when President Garfield was installed in the Executive chair, an inaugural ball was given which surpassed all those that had gone before in point of attendance. The National Museum building, then approaching completion, was

used, and the interior was converted into a spacious ballroom. A plaster statue of Liberty was erected in the rotunda, holding aloft an electric light. Rows of gas jets ran from column to column. The President and ex-President were there, with their families. Among those who escorted the President into the hall was General Corbin. The reception was given in the western hall, and opposite, a band of sixty musicians was stationed in the galleries. The dancing music was furnished by another band of 100 pieces.

When President Cleveland, the first Democrat to occupy the White House since Buchanan, became the head of the nation the Pension Office building had been completed, and was used for the first time. A local paper the day before the event said:

"In years past there has always been a difficulty in finding a hall large enough for the ball. The new Pension building, with its vast interior court, however, affords an ample hall, and it is probable that, the precedent having been established, that building will for many olympiads to come have the honor of being the chosen place for holding the inaugural balls." Everything was arranged for the comfort of the guests, and in brilliancy the affair surpassed all the others.

President Cleveland, then a bachelor, attended.

It rained all day when President Benjamin Harrison came to Washington, but the ball was a brilliant affair. At night it was damp outside, but the arrangements were complete, and once inside the disagreeable features were forgotten. Twelve thousand people from every part of the country attended, and so great was the crowd that little dancing took place, the affair being turned into a general reception. The President entered the hall a little after 9 o'clock and remained for two hours, a con-

stant stream of distinguished visitors being presented to him in the private room reserved for the purpose. The decorations were allowed to remain twenty-four hours after the ball.

At the inaugural ball of the second administration of Grover Cleveland the Pension building was more elaborately decorated than in 1889. The entire building was submerged in electric lights, and on the ballroom floor 12,000 people assembled. Mr. and Mrs. Cleveland, the latter being the guest of honor for the first time, were met at 9.30 by a committee and escorted to the place reserved for them in the balcony, where they remained a half hour.

It was only eight years ago that the lamented President McKinley was inaugurated. Vice-President Hobart, now gone, was present at the ball, and among those who received the President and Mrs. McKinley were General Wilson, General Ruggles, Captain Lemly and the late Gardiner Hubbard. Secretary Olney was the only member of the retiring Cabinet who attended, and of the new official family there were Secretary Alger and Secretary Gage. Among the guests of honor was Speaker Reed. There was a crush, as usual, though everything passed off in perfect order, Mr. and Mrs. McKinley remaining less than an hour.

The last inaugural ball is fresh within the memory of all. A notable feature was the presence of Vice-President and Mrs. Roosevelt, the latter being remarked for her distinguished appearance. Miss Roosevelt was present, the year before her debut. The President and General Miles entered about 10 o'clock, escorting Mrs. McKinley to the private room where a short reception was held. It was a cosmopolitan audience, and the many thousands lingered long after midnight to listen to the band and to take part in the dancing.



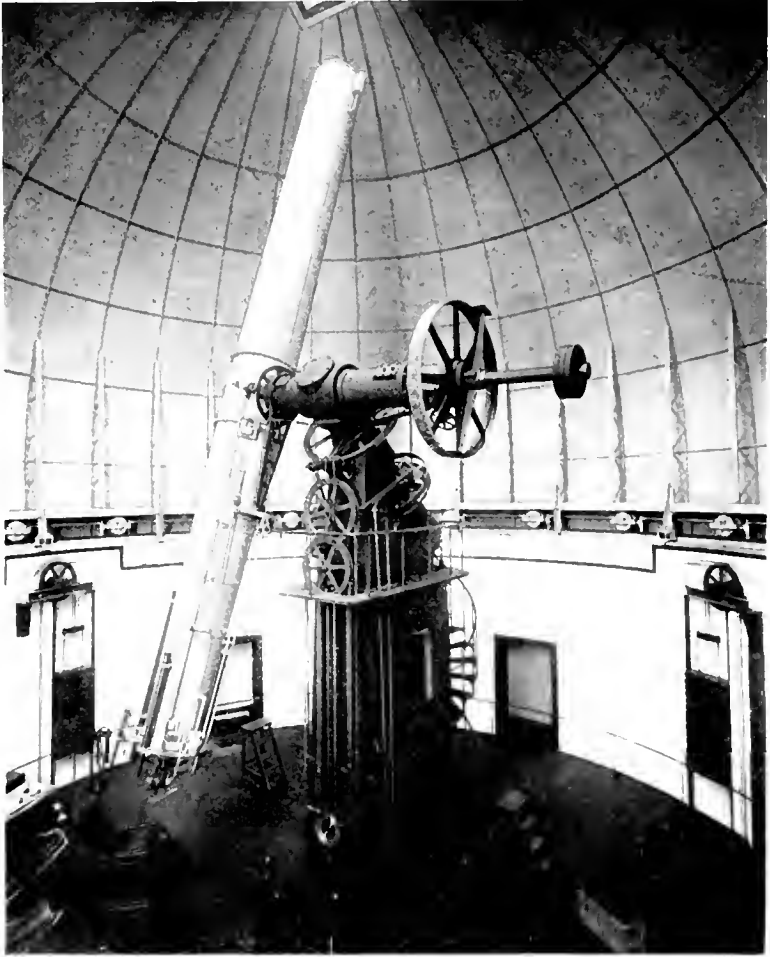
A GREAT MAN'S LITTLENES.

BY S. F. KISER.

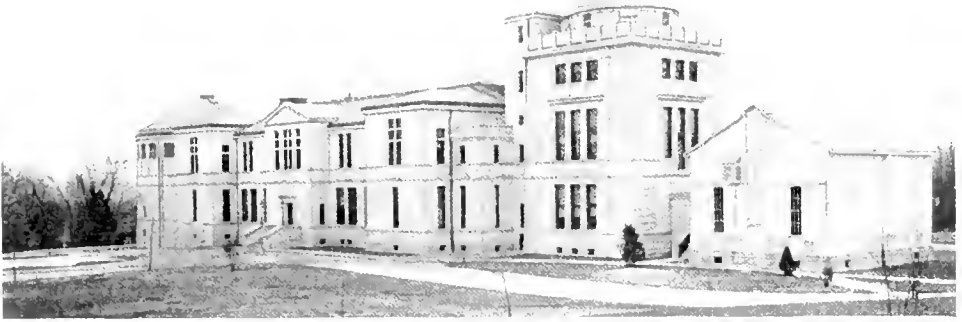
Some people thinks my pa is great
Because he's made a pile,
And we've a butler buttlin' here
And put on lots of style.
Pa wears a plug hat every day
And bosses lots of men,
And eats at clubs—I guess he must
Belong to nine or ten.
He's seen a lot of splendid sights
And been 'most everywhere,
But still I guess he's not so much—
He never killed a bear.

We've got the biggest house in town
And friends to beat the band,
And ma she's awful proud of pa
And seems to think he's grand.
He owns a bank all by himself
And has a privut car;
Our coachman says my pa's as rich
As kings and princes are;
But still just havin' lots and lots
Of dough ain't everything—
He never won the champeenship
By fightin' in the ring.

My pa he made himself, because
I've heard him sayin' so,
And that's no easy job. The Lord
Made other folks, you know.
The papers print his picture, and
We've lots of paintin's, too;
He's been in war a-fightin' for
The old red, white and blue.
He made a million in a year,
But still he ain't so much
He has to have a teacher here
To teach him French and Dutch.



THE GREAT 26 INCH EQUATORIAL TELESCOPE AT UNITED STATES
NAVAL OBSERVATORY



UNITED STATES NAVAL OBSERVATORY BUILDINGS AT WASHINGTON, D. C.

UNITED STATES NAVAL OBSERVATORY.

ON the heights north of the Georgetown and Rockville road, near Washington, is the United States Naval Observatory. It is the astronomical station of the Government, under control of the Bureau of Navigation, and is presided over by an officer of high rank who collects information of use to mariners, in matters of latitude and longitude, variation of the compass, accuracy of chronometers and other instruments used in the navigation of ships of war.

The observatory is fully equipped with telescopes and all necessary instruments

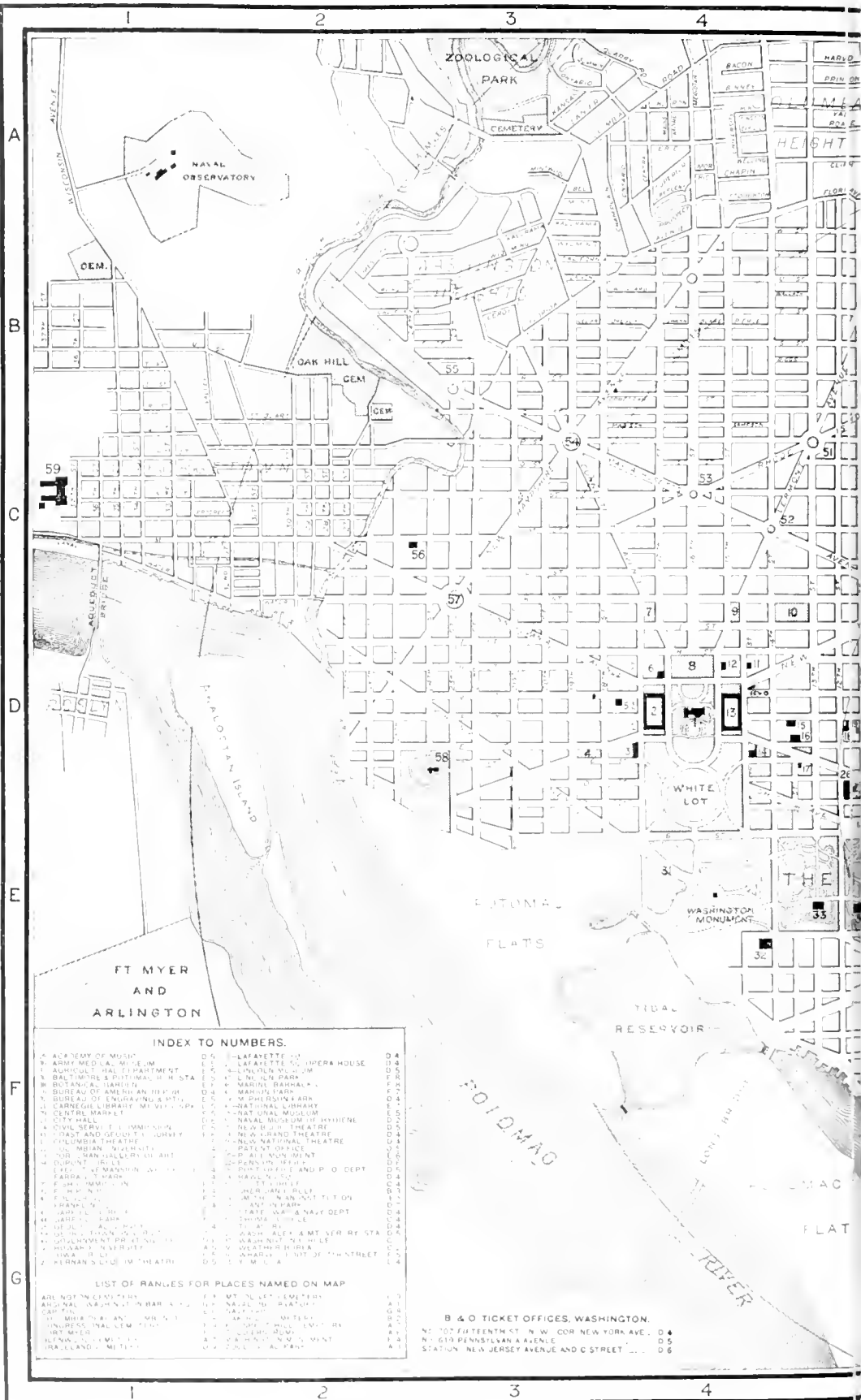
for scientific work. A 26-inch equatorial telescope is the most interesting feature to visitors. The floor of the observatory room, containing the telescope, can be raised or lowered by hydraulic press at the will of the operator, and the telescope can be adjusted through the dome to suit all emergencies.

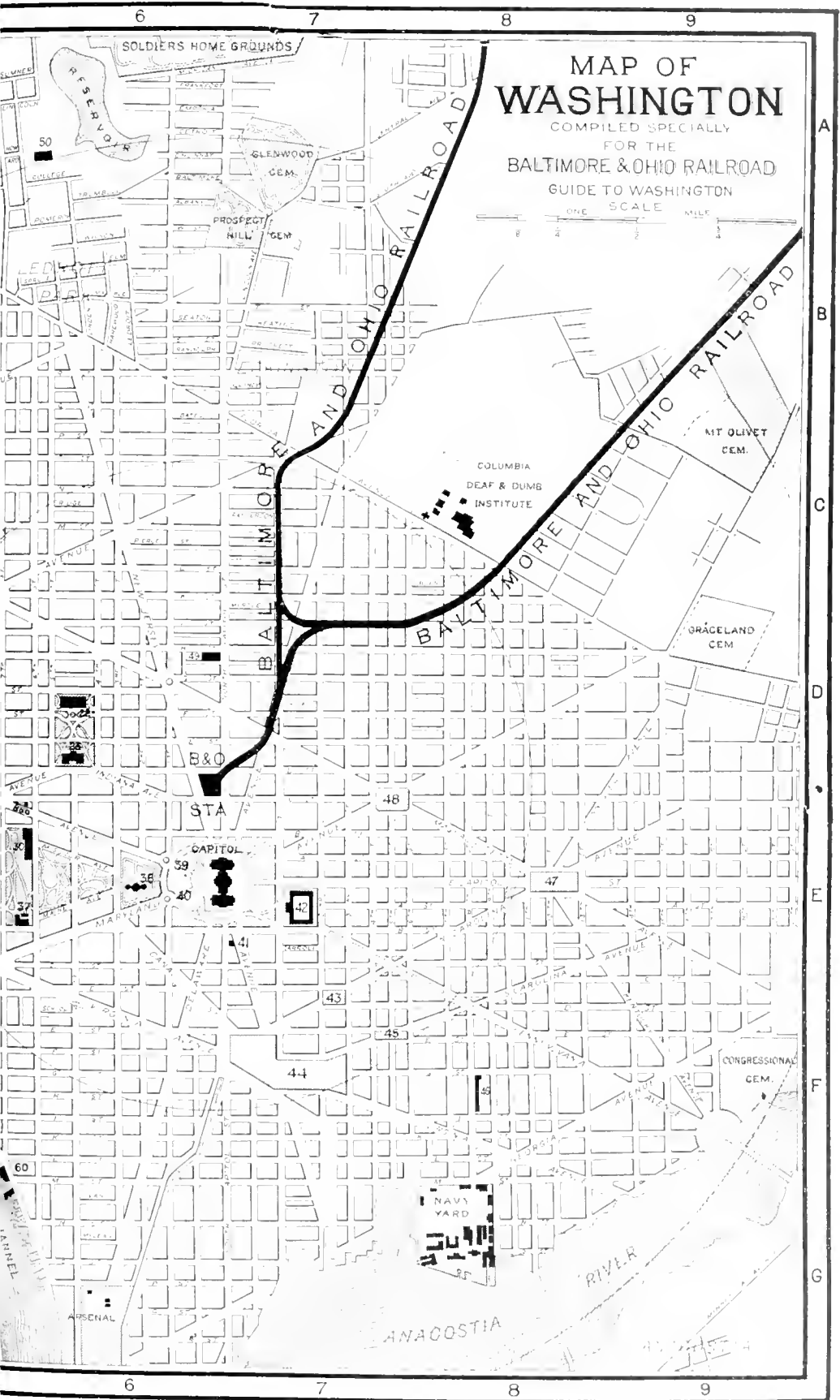
From the observatory, Washington time is telegraphed daily to all parts of the United States.

It is open to visitors from 9 a. m. to 3 p. m., and on Thursday nights cards of invitation will admit visitors to look through the great telescope.



OBSERVATORY AND TEST BUILDINGS





A CHINESE EXECUTION.

BY COLONEL H. G. S. HUSBAND, ASSISTANT ADJUTANT GENERAL, U. S. ARMY.

Late Chief of Staff, American Expedition to China, 1900-1

THE Chinese are noted for the tenacity with which they cling to their traditions and customs. To a traveler in the Flowery Kingdom, it soon becomes apparent that the celestials have created models, set up patterns, and created customs and modes of procedure, which from their standpoint leave no room

that ordinarily there is but little law breaking. With the abnormal conditions following the Boxer rebellion of 1900, there was a great increase of crime—so great, indeed, that the methods to restrain crime used in the United States and enlightened European countries, had but little, if any, deterrent effect; and as soon as possible after



EMERGING FROM THE TIGER'S MOUTH

for improvement; and, owing to the tenets of ancestor worship, it would be sacrilege to alter or depart from those things which pleased and satisfied their forefathers. Thus it is the style of clothing, means of transportation, architecture, furniture, etc., have undergone no change for centuries. It is the same with their laws, the punishments imposed thereby and the methods of infliction.

The penalty of death attaches to several crimes—rape, arson, robbery with violence, burglary, murder, etc., and it is always carried out by beheading, and so swift and certain does punishment follow crime

the occupation of Peking by the co-operating forces, the commanding generals of the various armies established Chinese courts, presided over by Chinese judges for the trial of Chinese under the Chinese law for offenses committed against their countrymen.

Heads began to fall rapidly in all parts of Peking except the American section, where General Chaffee prohibited the execution of the death penalty without his official sanction; and he was so loth to affix his signature to a paper which meant the taking of human life, that Chinese criminals, apparently, began to think him easy, and flocked to the

American district. One night there was a particularly brutal "robbery with violence" within the limits of American jurisdiction. The thieves, nine in number, were caught red-handed by the native police and United States army guards. They were tried the next day and sentenced to death. General Chaffee concluded it was time to act, and approved the sentences, which were to be carried into effect. It was feared the execution of so many persons at one time would attract a crowd too large for safety:

condemned men of the justness of the punishment they were about to receive. There they sat, smoking and chatting as lively as village gossips, with the executioner in plain view trying the edge of his knife.

Presently the judge calls one by name. He drops his cigarette, approaches the judge, falls on his knees and bumps his head three times on the ground, and from his prostrate position makes his acknowledgment. He rises and proceeds a few yards to one side, and kneels on one of nine small rugs. In-



THE EXECUTION

but so inured to such scenes were the masses, that the throngs passed by almost heedless of the event.

The criminals approached death with a stoicism rarely equalled. They emerged from "The Tiger's Mouth"* and were each, with guard, put in a Peking cart and jolted to the execution ground. Once arrived at the "Vegetable Market" (for centuries the execution ground), they were seated on a bench opposite the judge, who according to Chinese law, had repaired to the temporary shed constructed of light poles and matting, to hear the public acknowledgment by the

stantly his hands are pinioned, a rope put in his mouth, crossed back of his head and under his chin; then, with his queue and the rope pulled forward by one coolie, while another bears down upon the victim's back to "stretch the neck," the swordsman makes one feint as an aiming blow, and then with a strong, swift stroke, strikes the middle of the neck and the head rolls to one side and probably opens its eyes once or twice, and may run out its tongue to complete the ghastly picture, while the body quivers and the limbs draw up.

Before the first victim is finished, a second

* The entrance to the "death chamber" of a Chinese prison is through a door which forms the mouth of an immense tiger's head painted on the outer wall of the room or prison. When a prisoner has been condemned to death he is said to have "gone into the tiger's mouth."

is "kow-towing" before the judge, and the others continue their chatting, apparently oblivious to the tragedy going on before their eyes, and unmindful of the minutes left to them in life. Indeed, not until the last one was left alone on the bench was there any cessation of talk and smoke; and

I am half persuaded that it is my imagination which leads me to believe that even he looked solemn or thoughtful.

These were the first and only executions under American administration in Peking; and the idea that General Chaffee was "easy," had "died a-bornin'."



THE STRANGE AND MOLLY GROUP OF WITNESSES

HUMOR AND THE HUMORIST.

IF THE CRITICS WERE DOING IT ALL.

THE UNOFFICIAL AUTOCRAT.

BY S. L. KISLER IN CHICAGO RECORD-HERALD.

I

If the critics could write all the books,
How charming the stories would be,
For the critics would never let faults
Creep into their pages, you see,
Such blunders as Shakespeare has made,
Such faults as in Dickens abound,
And such blemishes as are displayed
In the new volumes going around
Would never cause readers to sigh
Or turn with sore hearts and sad looks,
To wonder why fools scribble when
They ought to be shunning the pen—
If the critics could write all the books.

II

If the critics could be in command
When armies go rushing to fight,
No blunders would ever be made,
Each move and each plan would be right.
Such foolish shortcomings as brought
The mighty Napoleon low;
Such failures as fell to Lee's lot
Would never occur, as we know;
There could never be any mistake
In the warring at sea or on land,
And, through an unbreakable law,
Each fight would of course be a draw.
If the critics could be in command.

III

If the critics were favored with trust
And held every office of state,
The scheming and stealing would cease,
The small be as glad as the great.
The laws that are wrong would be dropped
And laws that we need would be made;
The grasping would quickly be stopped,
The briber would learn a new trade;
The ones who combine and have gains
That are more than they earn and unjust
Would straightway be shorn of their strength
And we'd each have a square deal, at length.
If the critics were favored with trust.

IV

The Lord sadly blundered, it seems,
In laying things out on this earth,
For the critics who measure and weigh
And judge things, each after its worth,
Must sit far removed from the throngs
In order to see and decide.
They never may rectify wrongs;
They may merely sit back and deride—
Or if they come forward, sometimes,
To substitute actions for dreams,
From critics they turn to mere men;
They have all of men's weaknesses then—
The Lord sadly blundered, it seems.

Mr. Robertus Love, of St. Louis, conducts a department under the above title in the "Valley Magazine," which is semi-humorous, semi-wise and semi-satisfied at there can be three semi's.

PADDED LEATHER POETS.

I have just read in a holiday book advertisement this interesting line:

"Padded Leather Poets for 39 cents, 59 cents, 79 cents."

The advertisement set me to thinking. At first reading I was amused; I thought of padded cells in connection with poets—some poets—and smiled. There are poets who lend themselves most readily to padding of various sorts. Poetry itself, in the modern magazine, is a mere matter of padding. The editors put it in to fill up, to pad out odd unfinished corners. It is used just like upholstery material. Maybe some of the poets write it on pads.

But the Padded Leather Poet was something new to me, and I was just about to betake myself to a bookstore for enlightenment when I betought myself of the "Lucile" which a kind friend presented to me as a Christmas gift in my early youth, when the sentimental world was Meredith-mad, and at least one "Lucile," and usually two or three, smiled up at one from every parlor center-table. This presentation "Lucile" was a Padded Leather Poet! The fact flashed across my zone of prescience like a sliver of lightning athwart a clouded sky. "I saw it all!" The Padded Leather Poet was merely the volume of poetry bound in padded leather. This realization was distinctly a disappointment. Fondly I believed, for a brief space, that I had discovered a new school of poets, not of the fleshly sort like the Pre-Raphaelites, but yet soft and soothing to the touch.

Alas! it was not to be. The Padded Leather Poets were not in a class by themselves, a group of glorious originals, but just ordinary poets bound in padded leather.

Somehow I never have approved the notion of binding poets in padded leather. I wonder who originated it. I should like to meet him some dark night in a padded cell and tell him what I think of him. I think it is a shame to dress up a poet—particularly a dead poet, who can't kick—in padded leather and set him adrift amongst his fellows. It is worse than putting Fauntleroy clothes on a live boy. Our real poets are not dainty dandies, thus to be upholstered in pads. They are stout, firm-fleshed fellows, capable of withstanding all the hard knocks of critics, and shouldn't be padded out like hirsute football gladiators garbed for mortal combat.

Give me the hard-bound poet every time!
I love the ringing clangor of his rhyme,
To bind him round with cushions were a crime!

But I rejoice to observe that the Padded Leather Poet is going out. The prices quoted

in the advertisement which incited these remarks show that the demand for upholstered poetry has declined greatly since the days of the center-table "Lucile," which had such be-cushioned sides that you scarce could find the reading text, and when you found it you were sorely tempted to close the book and sit down upon it, or use it for a pillow. When your Padded Leather Poet drops to 39 cents he is near the vanishing point, and it is well. Let us hope that next Christmas the bookstores will offer poets bound in weathered oak, or genuine mahogany, or even unpainted clapboards, rather than padded leather.

CONSEQUENCES.

L. H. Robbins, of Newark, N. J., is the proud father of a daughter named Ruth, born on December 9, of last year. The following joke in his column in the "Newark News" may have some bearing on the subject in hand.

NIRRY—"There was a wedding in the house next door to mine last night, and I was kept up till two o'clock in consequence. Such a racket!"

JACKSON—"Strange; I was kept up all night last night in consequence of a wedding in my father-in-law's house four years ago."

OL' TIME HUSKIN' BEES.

BY JAMES BARTON ADAMS IN "DENVER POST."

Mem'ry often takes an outing
From the present passing show,
Spreads her pinions and goes scouting
To the scenes of long ago.
Back unto the fun and frolic
Of the rural sports and plays;
Pleasures charmingly bucolic
That were ours in younger days,
And the very chief of these
Were the country huskin' bees.

On the old barn floor we'd gather,
Boys and girls and older folks,
Hearts as light as downy feather,
Lips all ripe with rustic jokes;
Air just sparkling with our laughter
As the gay hours onward sped,
Until every cobwebbed rafter
In the shadows overhead
Seemed to quiver and to ring
As a high-keyed fiddle string.

Now and then the air was riven
With a shout 'td wake the dead,
When the fates had kindly given
Some fair girl an ear of red.
Then would come the kissing struggle
'Mid the husks upon the floor,
After which the girl would snuggle
To him closer than before,
Blushing to her finger tips
From the thrill upon her lips.

How the jolly picture lingers
With us through the fleeting years,
Of the way the toil-scarred fingers
Snatched the jackets from the ears;
Of the flashing lanterns hanging
'Round, and casting flickers o'er
Merry dancers who were banging
Dust from out the old barn floor,
As the fiddler jerked his bow
Musically to and fro.

Every day I hear the singing
Of some simple country ode,
Melody of youth days ringing
Through our mountainland abode,
And my loving glances wander
To an aging wifely face
That I learned to love back yonder
In that far East country place—
Caught her with a red ear, see?
At a country huskin' bee.





Stub Ends of Thought

By ARTHUR G. LEWIS.



CYNICISM is often only a mirror in which we discern an unfavorable vision of ourselves.

Into the night-stricken heart of misfortune, send if you can, some hope of the dawn.

REAL penitence can only come through the pathway that forgiveness leads.

It may be what others do for us that makes us love them, but it is what we do for others that makes us love ourselves.

THERE are no clouds of life so heavy with hatred, fear and doubt, but what the sun of hope, forgiveness and repentance will dispel.

CHARITY towards others is to some extent an antidote against the poison of unkindness of others towards us.

THE seed of courtesy costs nothing but a sense of gentility and kindness, yet it yields, as a rule, a harvest of profit and appreciation.

LET us endeavor to always remember that there is a limit to the greatest endurance in either moral or physical effort.

Too often the faults of our children are only a reflection of our own before experience and regret changed our characters.

THE world does not like its fate-child to kneel before its arrogance.

THE strength of our opinion is only tested when we agree to that which opposes our inclination.

THE most merciful of all God's laws is that one which draws a curtain across the future.

THE true spirit of generosity is most clearly demonstrated when its exhibition is attended by personal sacrifice.

WOUNDED self-esteem generally leaves a scar that is often contemplated with regret.

LOVE is to life what the hope of Heaven is to faith, or the dawn of morning to the night of fear.

USEFULNESS should be the most important purpose of life and sincerity the highest object of existence.

IT is easy to understand how the souls of children find their way unchallenged into the presence of God.

How often intelligence is compelled to subjugate itself to the caprice of ignorance and custom.

INNOCENCE has a native sweetness about it that appeals to the highest and best part of human nature.

THE EVERGREENS.

By ARTHUR G. LEWIS.

The evergreens of beauty, hope and faith
Thrive only in the garden of our youth,
But those who labor patiently and wait,
Are reconciled at last to learn the truth;
When resignation for a labor lost,
Brings rest from effort as our struggles cease,
And like a storm-worn vessel, tempest tossed,
Finds consolation in the port of peace.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (160 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR" — NEW YORK TO WASHINGTON.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 27, 1904										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	2.57
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.10	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.52	8.32
AR. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50			8.35
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 27, 1904										
WESTWARD										
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY	
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT	
LV. NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	5.55	6.55	12.10	
LV. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15	
LV. PHILADELPHIA	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.35	
AR. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.43	4.14	6.09	8.15	10.55	11.32	6.00	
AR. BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.36	6.05	
AR. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.10	12.10	12.31	7.25	
	AM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD										
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY		
LV. NEW YORK, SOUTH FERRY	9.55 AM	11.55 AM	N 3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM			
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM			
LV. PHILADELPHIA	12.30 PM	2.14 PM	† 5.20 PM	8.35 PM	7.40 AM	A 7.40 AM	9.30 PM			
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.14 PM		10.55 PM	9.48 AM	8.45 AM	11.32 PM			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.41 PM			
LV. WASHINGTON	4.05 PM	5.30 PM	9.15 PM	12.45 PM	11.00 AM	10.05 AM	12.40 AM			
AR. DEER PARK HOTEL										
AR. PITTSBURG			7.15 AM		7.45 PM		9.00 AM	LV 4.30 PM		
AR. CLEVELAND			12.35 PM					9.50 PM		
AR. WHEELING (EASTERN TIME)		5.35 AM						LV 5.20 PM		
AR. COLUMBUS		8.45 AM						9.20 PM		
AR. OHIOAGO		5.30 PM						7.40 AM		
AR. CINCINNATI	8.05 AM			5.35 PM	9.00 AM	2.35 AM				
AR. INDIANAPOLIS	11.45 AM			10.35 PM						
AR. LOUISVILLE	11.50 AM			9.30 PM		7.55 AM				
AR. ST. LOUIS	6.00 PM			7.25 AM		1.40 PM				
AR. OHATTANOOGA	6.00 PM			6.25 AM						
AR. MEMPHIS	11.00 PM			8.30 AM						
AR. NEW ORLEANS	10.00 AM			8.00 PM						

A—Train No. 6 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD										
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY	No. 46 EXPRESS DAILY		
LV. CHICAGO			3.30 PM	10.40 AM			10.30 PM	8.00 PM		
LV. COLUMBUS				7.05 PM						
LV. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM				11.00 AM		
LV. CLEVELAND			10.15 PM		1.00 PM					
LV. PITTSBURG			8.00 AM		9.00 PM	* 6.30 PM	6.30 PM	1.00 PM		
LV. ST. LOUIS	* 8.54 AM	2.05 AM				9.08 PM				
LV. LOUISVILLE	2.10 PM	8.10 AM				2.30 AM				
LV. INDIANAPOLIS	† 2.45 PM	8.05 AM								
LV. CINCINNATI	* 5.35 PM	12.10 PM				8.10 AM				
LV. NEW ORLEANS		7.05 PM				9.15 AM				
LV. MEMPHIS		6.50 AM				8.40 PM				
LV. CHATTANOOGA		10.40 PM								
AR. DEER PARK HOTEL										
AR. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	2.42 AM	11.05 PM		
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	3.47 AM	12.25 PM		
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	3.55 AM	12.44 PM		
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	6.00 AM	3.10 PM		
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	8.32 AM	6.52 PM		
AR. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	8.35 AM			

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512.** Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
- No. 504.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526. Five Hour Train.** Drawing Room Buffet Parlor Car Washington to New York.
- No. 522.** Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner a la carte, Philadelphia to New York.
- No. 528.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 502.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506.** Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 546.** Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
- No. 517.** Drawing Room Buffet Parlor Car New York to Washington.
- No. 501.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 507.** Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 527. Five Hour Train.** Drawing Room Buffet Parlor Car New York to Washington.
- No. 509. "Royal Limited."** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
- No. 511.** Buffet Drawing Room Parlor Cars New York to Washington.
- No. 515.** Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

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- No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Belhale. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
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- No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 15.** Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.
- No. 55.** Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2.** Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
- No. 6.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8.** Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.
- No. 10.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
- No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Grafton.
- No. 14.** Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland.
- No. 46.** Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

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And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONOBLE, Ticket Agent, Howard Street, U. S. G. APLEY, Ticket Agent.
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EUROPEAN AGENTS, BALTIMORE, EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

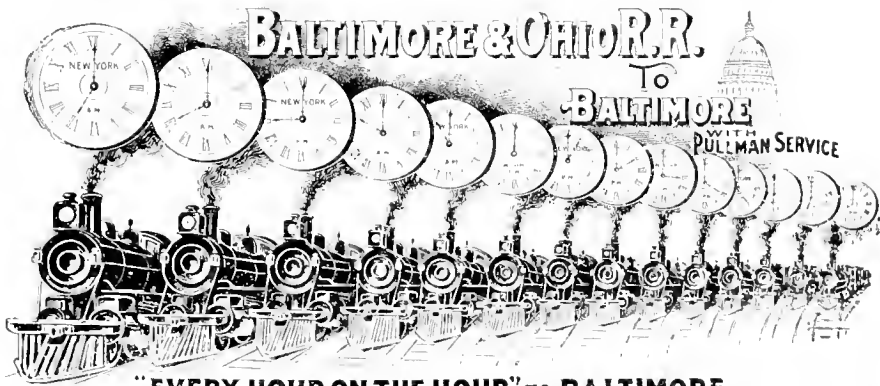
In addition to offices and depots named above, tickets over the B. & O. may be obtained at
TICKET OFFICES THROUGHOUT THE COUNTRY.

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Baltimore & Ohio Lines East, Baltimore, Md.

B. N. AUSTIN, General Passenger Agent,
Baltimore & Ohio Lines West, Chicago, Ill.

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ROYAL BLUE SERVICE FROM WASHINGTON



"EVERY HOUR ON THE HOUR" TO BALTIMORE
"EVERY OTHER HOUR ON THE ODD HOUR" TO PHILADELPHIA & NEW YORK

ROYAL BLUE SERVICE WASHINGTON TO NEW YORK

ROYAL BLUE TRAINS

LEAVE WASHINGTON

FOR PHILADELPHIA AND NEW YORK

"Every Other Hour on the Odd Hour"

7, 9, 11, 1, 3, 5 o'clock

DURING THE DAY

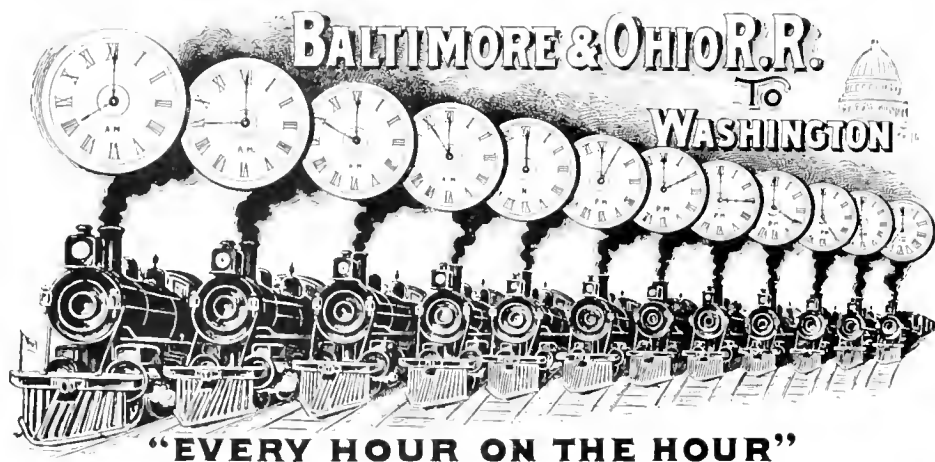
Other trains at 8.00 p. m., 11.30 p. m. and 2.57 a. m.

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Modern Coaches, Pullman Parlor
and Sleeping Cars and unexcelled
Baltimore & Ohio Dining Car Service

The "Royal Limited" leaves at "Three"

TRAINS FROM BALTIMORE TO WASHINGTON



ROYAL BLUE SERVICE NEW YORK TO WASHINGTON

ROYAL BLUE TRAINS

LEAVE NEW YORK

FOR BALTIMORE AND WASHINGTON

“Every Other Hour on the Even Hour”

8, 10, 12, 2, 4, 6 o'clock

DURING THE DAY

Another at 7.00 p. m. and one at 12.15 midnight

SPLENDIDLY EQUIPPED

Modern Coaches, Pullman Parlor
and Sleeping Cars and unexcelled
Baltimore & Ohio Dining Car Service

The “Royal Limited” leaves at “Four”



BALTIMORE & OHIO R. R.

TRAIN No. 14

"CHICAGO, CLEVELAND AND PITTSBURG
EXPRESS"

LEAVES CHICAGO 10.30 P. M., ARRIVING AKRON 8.40 A. M., CLEVELAND 9.50 A. M., PITTSBURG 3.15 P. M., WITH BUFFET DRAWING-ROOM SLEEPING CAR TO CLEVELAND, DRAWING-ROOM SLEEPING CAR TO PITTSBURG, AND DINING CAR AKRON TO PITTSBURG.

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BALTIMORE & OHIO R. R.

TRAIN No. 7

"NEW YORK AND CHICAGO EXPRESS"

LEAVES NEW YORK 12.00 O'CLOCK NOON, PHILADELPHIA 2.14 P. M., BALTIMORE 4.30 P. M., WASHINGTON 5.30 P. M., ARRIVING CHICAGO 5.30 P. M. NEXT DAY, MAKING EXCELLENT CONNECTIONS WITH ALL INTERSECTING LINES FOR MICHIGAN POINTS, AND ALL EVENING TRAINS LEAVING CHICAGO FOR THE WEST AND NORTHWEST, AS FOLLOWS:

At FOSTORIA with Hocking Valley Train No. 33, leaving Fostoria 11.14 a. m., arriving Toledo 12.10 noon, arriving Detroit 4.20 p. m.

At DESHLER with C. H. & D. Train No. 6, leaving Deshler 12.52 p. m., arriving Toledo 2.20 p. m., arriving Detroit 4.10 p. m.

At DEFIANCE with Wabash Train No. 6, leaving Defiance 1.02 p. m., arriving Toledo 2.25 p. m.

At CHICAGO with trains leaving as follows: C. & A., 6.00, 9.00 and 11.40 p. m.; C. & N-W., 6.00, 6.30, 7.00, 8.00, 8.02, 10.00, 10.30 and 11.00 p. m.; C. Gt. W., 6.30 and 11.00 p. m.; Wis. Cent., 6.15 p. m.; Rock Island, 5.45, 6.05, 10.00 and 11.30 p. m.; Burlington, 6.00, 6.10, 6.30 and 10.30 p. m.; Santa Fe, 6.00, 7.30 and 10.00 p. m.; Ill. Cent., 6.00, 6.20 and 9.00 p. m.; C. M. & St. P., 6.00, 6.05, 6.30 and 10.25 p. m.; Pere Marquette, 11.55 p. m.; C. & E. I., 7.00, 9.30 and 11.40 p. m.; Wabash, 9.17 and 11.30 p. m.



Winter Tourist Rates TO **FLORIDA** and principal points in the **SOUTH**

including

Aiken, S. C.	Jacksonville, Fla.	Palatka, Fla.
Asheville, N. C.	Key West, Fla.	Palm Beach, Fla.
Augusta, Ga.	Kissimmee, Fla.	Pensacola, Fla.
Camden, S. C.	Lake Helen, Fla.	Pinehurst, N. C.
Charleston, S. C.	Lake Toxaway, N. C.	Port Orange, Fla.
Daytona, Fla.	Magnolia, Fla.	St. Augustine, Fla.
De Land, Fla.	Melbourne, Fla.	Southern Pines, N. C.
Eau Gallie, Fla.	Miami, Fla.	Tampa, Fla.
Enterprise, Fla.	Mobile, Ala.	Tarpon Springs, Fla.
Green Cove Spgs., Fla.	Nassau, N. P.	Thomasville, Ga.
Havana, Cuba.	New Smyrna, Fla.	Waldo, Fla.
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Baltimore & Ohio Railroad

Baltimore & Ohio



Midwinter Excursions



TO

WASHINGTON

February 9 = March 23
1905

AT FOLLOWING

VERY LOW RATES

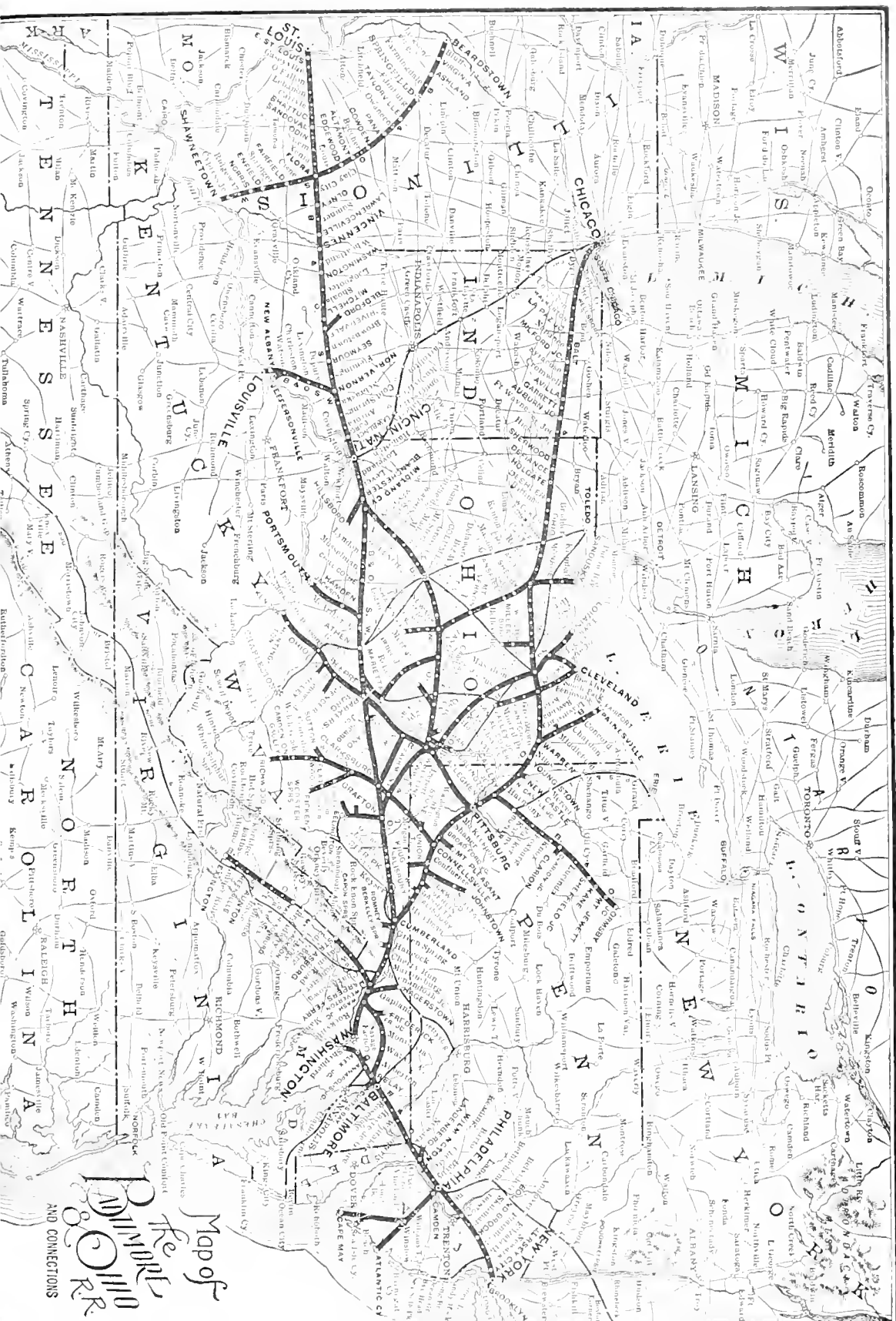
Belpre, O.....	\$10.00	Marietta, O.....	\$10.00
Brunswick, Md.....	1.50	Martinsburg, W. Va.....	2.25
Buckhannon, W. Va.....	9.45	Mason City, W. Va.....	12.00
Cameron, W. Va.....	9.75	Morgantown, W. Va.....	8.60
Charlestown, W. Va.....	2.00	New Martinsville, W. Va.....	10.00
Cherry Run, W. Va.....	2.65	Oakland, Md.....	6.15
Clarksburg, W. Va.....	8.25	Parkersburg, W. Va.....	10.00
Cumberland, Md.....	4.55	Piedmont, W. Va.....	5.40
Fairmont, W. Va.....	8.25	Point Pleasant, W. Va.....	12.00
Gallipolis, O.....	12.50	Ravenswood, W. Va.....	11.35
Grafton, W. Va.....	7.60	Romney, W. Va.....	4 70
Hagerstown, Md.....	2.30	Shenandoah Junction, W. Va.....	1.90
Hancock, W. Va.....	2.90	Sistersville, W. Va.....	10.00
Harper's Ferry, W. Va.....	1.65	St. Mary's W. Va.....	10.00
Huntington, W. Va.....	12.00	Strasburg Junction, W. Va.....	3.30
Keedysville, Md.....	1.95	Washington Junction, Md.....	1.30
Kenova, W. Va.....	12.00	Weston, W. Va.....	9.00
Keyser, W. Va.....	5.25	Williamstown, W. Va.....	10.00
Mannington, W. Va.....	8.80	Winchester, Va.....	2.70

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TICKETS GOOD 10 DAYS

INCLUDING DATE OF SALE

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Map of
the U.S.
R.R.
and Connections

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1905



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7																					
8	9	10	11	12	13	14	5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	1
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22	23	24	25	26	27	28	19	20	21	22	23	24	25	19	20	21	22	23	24	25	16	17	18	19	20	21	22
29	30	31					26	27	28	...				26	27	28	29	30	31		23	24	25	26	27	28	29
MAY							JUNE							JULY							AUGUST						
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14	15	16	17	18	19	20	11	12	13	14	15	16	17	9	10	11	12	13	14	15	10	11	12	13	14	15	16
21	22	23	24	25	26	27	18	19	20	21	22	23	24	16	17	18	19	20	21	22	17	18	19	20	21	22	23
28	29	30	31				25	26	27	28	29	30		23	24	25	26	27	28	29	20	21	22	23	24	25	26
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9
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							29	30	31	...				28	29	30					31						

ROYAL BLUE TRAINS

D.B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B.N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
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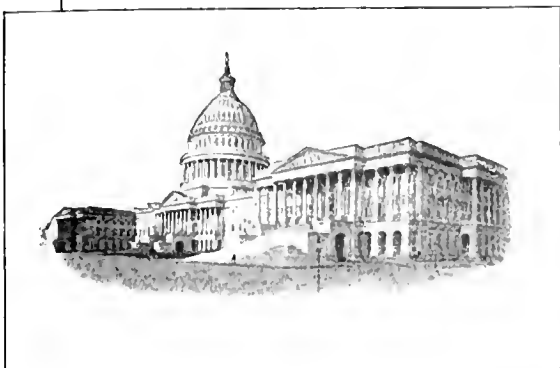
ROYAL BLUE



Baltimore & Ohio

Between

and



Between

and

WASHINGTON

❖ ❖

"The Avenue of least resistance."

There are two routes.

One via Pittsburg and the other via Newark, Ohio.

Shortest route; no change of cars of any kind, either way.

Solid vestibuled express trains with Pullman Drawing-room Sleeping Cars, Observation Cars and Dining Cars.

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Between

and

Through Pullman Buffet Drawing-room Sleeping Cars, daily.

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Between

and

Three solid vestibuled trains each way, daily.

Parlor Observation Cars and Dining Cars in the day time and Pullman Drawing-room Cars at night.

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Three solid vestibuled trains each way, daily.

Pullman Drawing-room Sleeping Cars, wide vestibuled coaches, unexcelled Dining Car service.

No change of cars. Shortest route. Best time.

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THE BALTIMORE & OHIO

Is the natural highway from the West and Northwest to the Capital of the United States



**Twenty-second International
Christian Endeavor Convention**

BALTIMORE
JULY 5 TO 10, 1905

VERY LOW RATES

WILL BE NAMED FROM ALL POINTS

The Baltimore & Ohio Railroad is naturally THE route to Baltimore. Its lines extend from Chicago, St. Louis, Louisville, Cincinnati, Columbus, Cleveland, Akron, Wheeling and Pittsburg from the west, through Washington; and from New York and Philadelphia on the east. Solid vestibuled train service from all points named. Coaches and Pullman equipment the best. Dining car service is not outclassed anywhere.

**An illustrated Christian Endeavor Folder will be ready
for distribution about April 1, 1905**

Baltimore & Ohio



Last Midwinter Excursion



TO

WASHINGTON

March 23, 1905

AT FOLLOWING

VERY LOW RATES

Belpre, O.....	\$10.00	Marietta, O.....	\$10.00
Brunswick, Md.....	1.50	Martinsburg, W. Va.....	2.25
Buckhannon, W. Va.....	9.45	Mason City, W. Va.....	12.00
Cameron, W. Va.....	9.75	Morgantown, W. Va.....	8.60
Charlestown, W. Va.....	2.00	New Martinsville, W. Va.....	10.00
Cherry Run, W. Va.....	2.65	Oakland, Md.....	6.15
Clarksburg, W. Va.....	8.25	Parkersburg, W. Va.....	10.00
Cumberland, Md.....	4.55	Piedmont, W. Va.....	5.40
Fairmont, W. Va.....	8.25	Point Pleasant, W. Va.....	12.00
Gallipolis, O.....	12.50	Ravenswood, W. Va.....	11.35
Grafton, W. Va.....	7.60	Romney, W. Va.....	4.70
Hagerstown, Md.....	2.30	Shenandoah Junction, W. Va.....	1.90
Hancock, W. Va.....	2.90	Sistersville, W. Va.....	10.00
Harper's Ferry, W. Va.....	1.65	St. Mary's W. Va.....	10.00
Huntington, W. Va.....	12.00	Strasburg Junction, W. Va.....	3.30
Keedysville, Md.....	1.95	Washington Junction, Md.....	1.30
Kenova, W. Va.....	12.00	Weston, W. Va.....	9.00
Keyser, W. Va.....	5.25	Williamstown, W. Va.....	10.00
Mannington, W. Va.....	8.80	Winchester, Va.....	2.70

Corresponding Fares from Intermediate Stations

TICKETS GOOD 10 DAYS

INCLUDING DATE OF SALE

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Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, FROM

BOSTON AND NEW YORK

TO

WASHINGTON

1905

LEAVING BOSTON

March . . . 17 April . . . 14 May 12
March . . . 31 April . . . 28

\$25
Boston

\$18
New York

COVERS EVERY EXPENSE; EACH TOUR OCCUPYING ONE WEEK. TICKETS PERMIT OF LONGER STAY IN WASHINGTON, AND ALLOW STOP-OVER IN NEW YORK RETURNING

Royal Blue Line

POPULAR.... THREE-DAY TOURS

FROM

**NEW YORK and PHILADELPHIA
CHESTER and WILMINGTON**

AND INTERMEDIATE POINTS TO

WASHINGTON

PERSONALLY CONDUCTED
ALL EXPENSES INCLUDED

**\$12 From NEW YORK
\$ 9 From PHILADELPHIA
\$ 9 From WILMINGTON
\$ 9 From CHESTER**

1905

March . . . 16 April . . . 18 May 11
March . . . 30 April . . . 27

COVERS EVERY EXPENSE, INCLUDING TRANSPORTATION FOR THE ROUND TRIP, MEALS EN ROUTE, TRANSFERS AND TWO DAYS' BOARD AT FIRST-CLASS HOTELS IN WASHINGTON. TICKETS ARE GOOD FOR RETURN ON ANY TRAIN WITHIN TEN DAYS FROM DATE, AND PERMIT STOP-OVERS AT BALTIMORE AND PHILADELPHIA.

Royal Blue Line

PERSONALLY CONDUCTED TOURS

ALL EXPENSES INCLUDED, TO THE

**Battlefield of Gettysburg
and Washington**

FROM BOSTON: MAY 12, 1905
OCTOBER 6, 1905

FROM NEW YORK: MAY 13, 1905
OCTOBER 7, 1905

**Personally Conducted
All Expenses Included**

DETAILS LATER

Florida Tours

LAST TOUR

MARCH 7, 1905

VIA

WASHINGTON

FROM

**New York Philadelphia
Baltimore Pittsburg
...Wheeling...**

From Boston Preceding Day

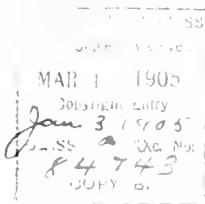
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MT. VERNON PLACE, BALTIMORE



BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LEWIS, EDITOR.

VOL. VIII.

BALTIMORE, MARCH, 1905.

No. 6.

THE SOCIETY OF CHRISTIAN ENDEAVOR.

THE NEXT GREAT CONVENTION IN BALTIMORE IN JULY.

THE Christian Endeavor movement throughout the world, which claims such universal interest, is now recognized as one of the greatest factors in moral science throughout Christendom.

It hardly seems possible this great society, whose membership is figured in the millions, is but twenty-four years old. The story of its origin is simply told, as follows:

In the winter of 1881 a revival was in progress in Portland, Maine, the principal activity being centered in Williston Church, where the Rev. Francis E. Clark, its pastor, devoted much of his attention to the youth of the community. The great interest shown by the young people culminated on February 2 in the establishment of the first Young People's Society of Christian Endeavor, with essentially the same constitution, pledge and methods of work which govern the society to-day. So vigorous and successful was the work of this society in the Williston Church, that Dr. Clark was led to write an interesting account of the new methods of work, which appeared in the *Congregationalist* in August, 1881, under the head of "How one large church cares for its young people."

The article had its effect; other churches became interested, and in the following October a second society was formed at Newburyport, Mass., and before the end of the year four more societies were formed, one each in Rhode Island, Maine, Vermont and Ohio. Early in 1882 societies began to form rapidly all over the United States, and a little more than a year from the establishment of the first society, the first

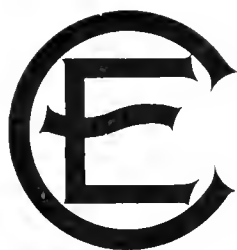
convention was held in June, 1882, at the birthplace of the first society, in Portland, Maine.

From that time to the present the increase in membership has been most remarkable. By June, 1883, the enrolled membership was 2,630, the greater portion of whom were in New England. When the next convention was held in October, 1884, a total membership of 6,414 was reported. In 1885 and 1886 the membership rapidly increased and the movement became permanently established all over the United States and in portions of Canada. Then in 1887 Dr. Clark went to England and established the first English society in Crewe, in 1888. At first there were some objections to it in England, more particularly on account of its Yankee origin. Notwithstanding, societies increased to such an extent that at the beginning of 1903 there were reported 8,333 societies in Great Britain.

France was the next country to form National Unions, followed by Switzerland and Germany, South Africa and so on until China, Japan, India, Turkey, Persia, Spain, Italy, Australia, the Island of the Seas, and in fact every place where a missionary could be sent.

At the close of 1902 a total of 61,758 Christian Endeavor Societies were reported. They were subdivided into Young People's, Juniors', Intermediate, Seniors', Parents', Mothers' and Floating Societies. To-day the total membership exceeds 4,000,000, and societies are formed in the most unexpected places.

The term "Floating Society" refers to



IN ENGLISH.

고종형테들은힘삼사

KOREAN

共勵會

JAPANESE.



BENGALI

ສະໂຫລະ ດີ ພຣະ ສັກ

LAOS.

“CHRISTIAN ENDEAVOR” IN DIFFERENT LANGUAGES.

those which are formed on the United States men-of-war. In the Wisconsin State Prison a society was formed to help uplift the prisoners; it was followed by similar ones in the prisons of Kentucky, Indiana, Iowa, New Mexico and New York. They are found also in hospitals and in the army.

Taking into consideration the rigorous discipline of the pledge, which is given later on, the society stands strong in the light of the old adage, “What is worth doing at all is worth doing well.” Another reason of its widespread growth is that it is inter-denominational. It is sometimes referred to as undenominational, but this is not correct.

All evangelical denominations are represented. The Presbyterians lead in the number of societies in America; the Baptists in England; in Austria and Canada the Methodists are in advance, and in other places the Congregationalists or the Disciples of Christ are in the lead; and it is greatly due to the Christian Endeavor movement that sectarian prejudices are fast disappearing.

The Society of Christian Endeavor is a recognized effort to interest young people in the life and teachings of Christ and to establish them firmly in the faith. A strict observance of the pledge is imperative; and it cannot be insisted on too strongly that it is a religious society. Other features, social and literary, may be added as deemed desirable. The pledge is the same in all lands, and reads as follows:

“Trusting in the Lord Jesus Christ for strength, I promise Him that I will strive to do whatever He would like to have me do; that I will make it the rule of my life to pray and to read the Bible every day, and to support my own church in every way, especially by attending all her regular Sunday and mid-week services, unless prevented by some reason which I can conscientiously give to my Saviour; and that, just so far as I know how, throughout my whole life, I will endeavor to lead a Christian life.

“As an active member, I promise to be true to all my duties, to be present at, and to take part, aside from singing, in every Christian Endeavor prayer meeting, unless hindered by some reason which I can conscientiously give to my Lord and Master. If obliged to be absent from the monthly consecration meeting of the society, I will, if possible, send at least a verse of Scripture to be read in response to my name at the roll call.”

The pledge is severe, but in its severity is the society's success. The constitution and by-laws are so constructed as to protect the reading of the pledge in every way, so that members who may have a tendency to be careless will be looked after by other fellow members.

Christian Endeavor conventions are much sought after by the large cities, not particularly for the amount of money which is left in the city, notwithstanding their numbers have reached over 50,000 in attendance, but the moral atmosphere which is naturally created has its beneficial effect.

The last three conventions at London, Boston and Denver have been commented upon by the municipal authorities of each city, who claimed the good moral effect was lasting.

Great preparations are being made for the convention to be held in Baltimore next July. As it is the first convention held in

comforts and privileges to be accorded, and the price per day to be charged, and these are tabulated for the committee's use. A house-to-house canvass of the homes in the city will be made, and a special committee will investigate the accommodations outlined in the canvass, to satisfy themselves of the suitableness and good character of the location before it will be entered on the list.

Although Baltimore suffered greatly from the fire last February, the destruction was confined entirely to the business district, and nothing will hinder the eminent success of the convention.

Figuratively speaking, whoever goes to Baltimore visits not only one city, but three. There are very few visitors who journey to Baltimore who do not make side trips either to Washington or Annapolis or both. Washington is only a forty-five-minute ride by the famous fast "Royal Blue Trains" of the Baltimore & Ohio Railroad; Annapolis, the historical capital of Maryland, is only twenty-six miles away, and reached by rail or water. It is on the banks of the beautiful Severn River, overlooking the Chesapeake Bay, and is uncommonly full of interest on account of its quaintness and age and because of the United States Naval Academy.

But aside from these outside attractions Baltimore has many of its own, of which it is justly proud. For who has not heard of Baltimore oysters; Baltimore diamond-back terrapin; canvas-back duck "a la Maryland," generally printed in display type on the menus of all first-class hosteries?

The last United States census gave the city a population of 509,000, but the city is firm in its claim to 600,000; but these are matters of figures which do not concern those outside of the city, and will not lessen the welcome extended to Christian Endeavorers in the coming July.

For convention purposes Baltimore is well equipped with suitable auditoriums. The great Christian Endeavor Convention will be held in the Fifth Maryland Regiment Armory, the drill hall of which is without pillars, and is one of the largest auditoriums in the country, with a seating capacity of nearly 17,000 persons. Lyric Hall, which will hold the overflow from the big convention, is most conveniently and pleasantly situated, opposite Mount Royal Station and not more than three short blocks from the armory.



THE PLEDGE, IN JAPANESE

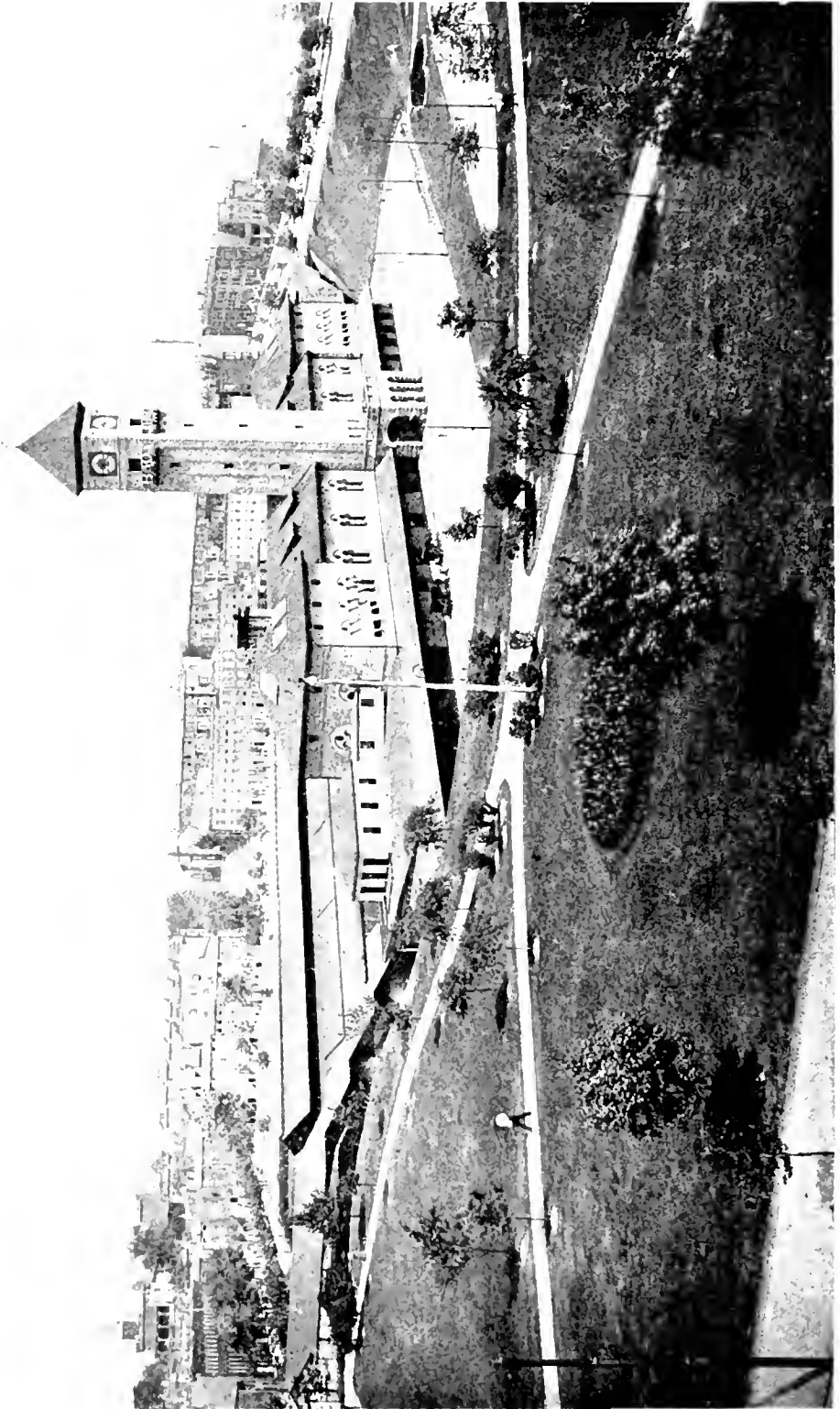
the East since 1897, an unusually large attendance is expected.

An entirely new feature, that of "Financing" the convention, was established for the first time, which is a novel experiment and already has proved successful.

All delegates who expect to attend the Baltimore convention must deposit the sum of \$1 when registering. This fee of \$1 entitles the delegates to all privileges of the convention—the convention badge, the souvenir program and the printed report of the convention, which will be issued after adjournment. This fund passes through the treasury of the Baltimore committee, and it, with the \$20,000 subscribed by the Baltimore Endeavorers, will help defray expenses. From indications it is confidently expected that the foreign representation will be larger than ever before.

The Fifth Regiment Armory, which has a seating capacity of 17,800, has been obtained for the purpose of holding the convention, and the overflows will be provided for at Lyric Hall, seating 3,500, and in the various large evangelical churches. The weather permitting, outdoor sessions may be held in the sunken garden surrounding Mount Royal Station of the Baltimore & Ohio Railroad. This beautiful station is located in the heart of the residence portion of the city, directly opposite Lyric Hall and within two blocks of the Fifth Regiment Armory.

The plans for caring for the hosts of Endeavorers are fully under way. A thorough canvass of every hotel and boarding house in the city is being made to determine the number each can accommodate, the



MT. ROYAL STATION, BALTIMORE!

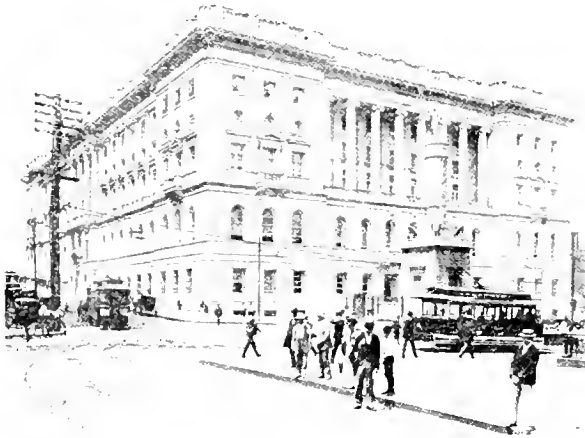
It is probable that a great open-air meeting of Christian Endeavorers will be held on the plaza in front of the station.

Baltimore is a city of churches and is generally conceded the center of the Methodist Episcopal Church. Evangelical churches of every denomination are within a short radius of the armory and they will all be thrown open to the Endeavorers.

"Monumental City" is the nickname of Baltimore, not so much for its memorial shafts as for the early practice of building them. The first shaft erected to the memory of Columbus was erected here in 1792. The original Washington Monument, erected in 1810, is in the center of one of the most artistic squares in the world, Mt. Vernon Place, on Charles Street, in the fashionable residence section. Other monuments, commemorating various events, are located all over the city.

but this time gave this historic regiment such a reception of a friendly nature, that it wiped out forever the recollection of the mob and riot of '61.

The great fire of February 7, 1904, effaced many of the old landmarks. In it the entire business section and warehouse district of the city was swept away. In thirty hours there were 2,500 buildings consumed, covering seventy-five business blocks and spreading over 140 acres of ground. The total loss, estimated by the insurance companies, was \$77,000,000, but to this loss it is estimated that there were several millions more which were not accounted for, being a total loss. One year's time, however, has wrought great changes and the desolated district is spring-



THE COURTHOUSE, BALTIMORE.

It will be remembered that Baltimore is pointed out as one of the "ancient" cities of the new world and consequently is full of interest. It was once the Capital of the United States, and the attack of the British fleet in 1814 upon old Fort M'Henry was the occasion for the writing of the famous "Star Spangled Banner" by Francis Scott Key. The Battle Monument, opposite the magnificent courthouse, is commemorative of the heroes of this war with Great Britain.

In 1861 the unfortunate attack on the Sixth Massachusetts Regiment by a mob on Pratt Street, was made a prominent feature in history, and Baltimore suffered ignominy therefrom; but since 1898 all new United States histories tell a very similar story of the second visit of the Sixth Massachusetts Regiment, enroute to Tampa to fight against Spain, in which the whole city turned out,

ing up like magic with newer and finer structures.

Among the institutions of learning, Johns Hopkins University and the Woman's College have students from all over the world. The Johns Hopkins Hospital is one of the greatest medical institutions in the world.

All of the high buildings which were partially destroyed during the fire have been rebuilt and a number of new ones added. A noticeable feature in the city's architecture is, that many of the banks and trust buildings are not over two stories in height and are magnificent in their finishings.

Baltimore is convenient, not only to the large cities of the east, but to the seacoast resorts and famous battle-field regions. It is but two hours distant from Philadelphia; three hours to Atlantic City, Ocean City

or Cape May; four hours to New York; a night's ride by boat to Norfolk and Old Point Comfort; two hours to Gettysburg

through which it passes is most peculiarly associated with the national history of this great republic.



WASHINGTON MONUMENT

and Antietam battle fields; two hours and a half to Harper's Ferry—although those coming to Baltimore via the Baltimore & Ohio pass through this historic place. With these side-trip attractions, and not mentioning the delightful opportunities afforded immediately by the Chesapeake Bay, there are untold opportunities to visit the very many seashore resorts all along the Atlantic Coast, inside of a few hours' ride, and special excursion rates are always in effect during the summer.

Baltimore was the birthplace of railroads in the United States; the Baltimore & Ohio being the first and whose first stone, or corner stone, was laid on the Nation's birthday, July 4, 1828. Singularly enough, when the road was surveyed across the Allegheny Mountains it followed for a great portion of the way the National Road, which was surveyed by George Washington, and this road followed the path across the mountains first made by the Indians and known as the Nemacolin Path. The Indian made the pathway; the white man's government made the National Road; advancing civilization brought the railroad, and consequently the territory

mountain range at the elevation of 2,500 feet. Here high up in the air are Oakland, Mountain Lake Park and Deer Park. Descending from Altamont to Piedmont, along the Savage River gorge, it reaches the beautiful Potomac River, passes the famous Palisades and follows the river almost the entire distance to Washington.

The main line from Chicago and Columbus passes through Wheeling; the lines from St. Louis, Louisville and Cincinnati come eastward through Parkersburg, joining the main line at Grafton. At Cumberland,



JOHNS HOPKINS HOSPITAL

Md., all of the main lines of the Baltimore & Ohio Railroad meet. Some of the through trains from Chicago come eastward through Akron, where they are met by trains from Cleveland, thence eastward to Pittsburg at the Ohio River. Then the railway follows the Monongahela River through Pennsylvania for fifteen miles through the great steel manufacturing district and coke ovens, to the confluence of the Youghiogheny and Monongahela rivers. Magnificent scenery encompasses the railroad in all directions as it creeps up the western slope of the Alleghenies to its highest elevation of 2,284 feet. The descent of the eastern slope is wild and rugged until it reaches Cumberland.

of the country where Washington and his army of the Revolution suffered such hardships. The country adjacent to the railroad is remarkably beautiful, especially in the region of the Susquehanna, Brandywine and Gunpowder rivers. It is an interesting fact that nearly one-tenth of the entire population of the United States lives within the distance of 226 miles—between New York and Washington. Even though the proportion of the population seems large, yet the traveler who passes through this territory for the first time expects to find it solidly built up; instead there are long stretches of open country and great expanses of water. To accommodate the great amount of travel which naturally exists be-



CITY HALL, BALTIMORE

The Baltimore & Ohio and Harper's Ferry are synonymous. Harper's Ferry is the quaintest and most historic town in America. Here the railway crosses the Potomac at its confluence with the Shenandoah, thence continuing its way under the towering Maryland Heights, running side by side with the Chesapeake & Ohio Canal to Washington.

From New York to Baltimore the route is via Jersey City, Newark, Elizabeth, Trenton, Plainfield, Philadelphia, Chester and Wilmington, passing through that section

tween New York, Philadelphia, Baltimore and Washington, a superior train service is essential. To this end the "Royal Blue Line," as it is known, was established with through trains between the distant terminals every other hour each way.

Indeed, those who expect to attend the great International Convention of Christian Endeavorers at Baltimore will have many things to look forward to, not only from an educational point of view or their stay in the Monumental City, but their trip going and returning.

PROGRAM OF THE TWENTY-SECOND INTERNATIONAL CHRISTIAN ENDEAVOR CONVENTION.

TO BE HELD IN BALTIMORE, MD., JULY 5-10, 1905.

THERE will be one hundred and twenty-five separate meetings held, not including the convention sermons which will be preached in all the evangelical churches of the city Sunday morning. The principal sessions of the convention will be held in the Fifth Regiment Armory, which will be seated for 16,500

people, and in the Music Hall, which will accommodate about 4,000. Other sessions will be held in twenty-five or more of the largest churches in the city. Out-door evangelistic services will be held every evening.

The following is a condensed outline of the program by days.

OUTLINE OF PROGRAM.

WEDNESDAY, JULY 5.

10:00 a. m.—Meeting of the United Society of Christian Endeavor (Corporation) at Hotel Beldere, Assembly Hall.
12:00 m. Meeting of Trustees of the United Society of Christian Endeavor at same place.

FIFTH REGIMENT ARMORY.

3:00 p. m. Opening session of the Convention, President Francis E. Clark, U. S. D., presiding.

Salutation:

For the State, by Governor Warfield.
For the City, by Mayor Timanus.
For the Pastors.

For the Committee, by Chairman Atwood.
Response by President Clark.
Annual Review of the Field, by General Secretary Von Ogden Vogt.

7:30 p. m. International Festival of Praise.
Chorus of 3,000 voices, led by Richard A. Harris, Chairman Music Committee, and Rev. Carey Bonner, London, England.

THURSDAY, JULY 6.

8:00-8:45 a. m. Quiet Hour.
9:00-10:00 a. m. School of Methods.

The following separate sessions under expert leaders will be held in churches:

- (I) Christian Endeavor Field Secretaries.
- (II) Junior and Intermediate Christian Endeavor.
- (III) Foreign Missions.
- (IV) Home Missions.
- (V) Personal Workers.
- (VI) Bible Study.
- (VII) Pastors' Conference.

FIFTH REGIMENT ARMORY.

10:30 a. m. 12:30 p. m. Topic, "The Boys and Girls for Christian Endeavor."
1:30-3:00 p. m. Conference of Union Officers.
3:00-5:00 p. m. Junior and Intermediate Rally.
Exercise by Baltimore children.

MUSIC HALL.

3:00-5:00 p. m. Topic, "Christian Culture for Christian Service."

FIFTH REGIMENT ARMORY.

7:30 p. m.—"The Brotherhood of Christian Endeavor." Speakers from many lands and races.

MUSIC HALL.

7:30 p. m.—Same topic as above.

FRIDAY, JULY 7.

8:00-8:45 a. m.—Quiet Hour.
9:00-10:00 a. m.—School of Methods. (See Thursday program.)
10:30 a. m.—12:30 p. m.—State Union Rallies in churches.
3:00-5:00 p. m.—Denominational Rallies in churches.

FIFTH REGIMENT ARMORY.

7:30 p. m.—Topic, "Evangelism Everywhere."

MUSIC HALL.

7:30 p. m.—Same topic.

SATURDAY, JULY 8.

Patriotic excursions to Washington and Gettysburg, with special addresses and music. Also excursions to other places of interest.

7:30 p. m.—World-wide Endeavor Rally and Stereopticon Trip Around the World.

SUNDAY, JULY 9.

10:30 a. m.—Convention Sermons in city churches.

FIFTH REGIMENT ARMORY.

Evangelistic Meetings.
3:00 p. m. Men's Meeting.

MUSIC HALL.

3:00 p. m.—Women's Meeting.

ASSOCIATE CONGREGATIONAL CHURCH.

3:00 p. m.—Children's Meeting.

IN OTHER CHURCHES.

3:00 p. m.—Prison Christian Endeavor,
Temperance Rally,
Sabbath Observance Rally.

8:00 p. m.—Group Evangelistic Meetings and
Consecration Services in churches.

MONDAY, JULY 10.

8:00-8:15 a. m.—Quiet Hour.

9:00-10:00 a. m.—School of Methods. (See out-
line under Thursday morning.)

FIFTH REGIMENT ARMORY.

10:30 a. m. 12:30 p. m.—Recognition Service. Pre-
sentation of Banners, Certificates and Diplo-
mas for successful work along evangelistic,

missionary, citizenship, benevolence, increase
of membership, committee work, etc.

FIFTH REGIMENT ARMORY.

3:00-5:00 p. m.—Topic, "Christian Endeavor and
Reforms." Political, social and economic.

MUSIC HALL.

3:00-5:00 p. m.—Same topic.

FIFTH REGIMENT ARMORY.

7:30 p. m.—Closing session. Roll Call of States
and Countries.

President's Address.

SPEAKERS ALREADY ENGAGED.

Rev. Francis E. Clark, LL. D., President of
the World's Christian Endeavor Union; Governor
Warfield of Maryland; Mayor Timanus of Balti-
more; Rev. Newell Dwight Hillis, D. D., Brook-
lyn, N. Y.; Rev. Floyd W. Tomkins, D. D.,
Philadelphia; President Henry Churchill King,
D. D., Oberlin College; Rev. John Pollock, Bel-
fast, Ireland; Rev. Albert Swift, London, Eng-
land; Rev. R. A. Hume, D. D., India; Rev.
Gerald Willoughby, South Africa; Rev. J. D.
Lamont, Cork, Ireland; Rev. Carey Bonner,
London, England; Rev. Washington Gladden,
D. D., Columbus, Ohio; Prof. Herbert L. Willett,
Chicago; Rev. Wayland Hoyt, D. D., Philadel-
phia; Mr. Fred Smith, T. M. C. A., Evangelist;
Hon. Charles J. Bonaparte; General Secretary

Von Ogden Vogt; Prof. Amos B. Wells; Mr. G.
B. Graff; Mr. William Shaw; Bishop Alexander
Walters; Bishop B. W. Arnett; Rev. William
Patterson, D. D., Philadelphia; Rev. Tennis S.
Hamlin, D. D., Washington; Rev. F. D. Power,
D. D., Washington; Mr. Don O. Shelton, New
York City; Rev. Howard B. Grose, New York
City; Rev. W. T. McElyceen, Ph. D., Boston;
Mr. Harry Wade Hicks, Boston.

Other speakers who have been invited and
have the matter under consideration are Presi-
dent Woodrow Wilson of Princeton; President
W. H. P. Fawcett of Brown University; Dr. John
Balcom Shaw of Chicago; Governor Joseph W.
Folk of Missouri; President John Finley of New
York and others.



HUMAN STREET-CARS.

BY STRICKLAND W. GILLMAN.

The train of heavy palace cars was groaning in the yard;
The rails were chill and frost-bound and the engine labored hard.
 Responsive to the roaring coughs and clanging of the bell,
The stubborn Pullmans quivered like a mold of berry jell.
Then inch by inch the wheels took hold upon the sanded steel,
The contact grating loudly as a ship with grounded keel;
 But ere they found their footing sure and followed on, full cry,
A little yellow trolley-car went clanging, buzzing by.

A thing of shallow impudence that street car seemed to me:
In every jerk and jiggle of its progress I could see
 A gloat of short-lived triumph o'er the huge, unwieldy train
 That struggled for its foothold in a manner all but vain.
It little knew—that yellow toy—that ere its puny run
Along the petty byways of the narrow town was done,
 The thing it scoffed in passing would have spanned a mighty space
 Across the rugged features of this big earth's massive face.

A lot of folks whose caliber is twenty-two or less
Remind me of that trolley-car with all its snippiness;
 They make a grand beginning in the human handicap
 And scorn, all undisguisedly, each slowly-starting chap.
They run their little baby race and think they've left to rear
Less pyrotechnic fellows that no more they see or hear;
 But out across the larger world the men of worth and weight
 Are gathering momentum though they may have started late.

HOW THE GOVERNOR WAS HOODWINKED.

BY S. L. KISER.

"**B**UT," said Gilbert Morris, "I insist that you do care for me—yes, I think I might use a better, a dearer word than 'care.' Why will you insist on torturing me by refusing to acknowledge that you—" he caught both of her hands in his and held them—"love me?"

She did not look into his eyes, neither did she try to draw her hands away, and there was a tumultuousness about her bosom that ought to have been sufficient to convince him of the correctness of the diagnosis he had just made. The truth was, however, that she had on several previous occasions all but admitted that she loved him, only to immediately decide that on her part the case began and ended in friendship.

He clung to her hands and waited. At length she raised her eyes to his, and for the first time he dared to take her in his arms.

"To-morrow," he said as they were parting, "I will come and ask your father for you—no, not to-morrow either. I'll not be able to come to-morrow, but the day after. May I, Jessica?"

"Yes," she said, again twining her arms around his neck, "but—won't I see you to-morrow—at all?"

"There, little one," he laughed, "it will be hard for you to go for a whole day without seeing me, won't it? No, I'm sorry that I'll not be able to get away from the office at all to-morrow. I expect to be kept there till midnight. It's the city editor's day off and his assistant is sick, so I'll have to watch things pretty closely myself."

* * * * *

Being startled by an exclamation from her father, Jessica Harwood saw his face turn suddenly pale; then it went very red, and, slamming his paper down on the floor, he ran his fingers through his hair and stared at his daughter with a savageness of expression that made her tremble.

"What in the world has happened?" she managed to gasp.

What had happened was this: On the preceding day Wendell Harwood had entered the office of the *Free Press* and said to the editor:

"Gilbert, I've found out how I can get myself appointed State Insurance Commissioner, if you'll help me. The Governor's to be here to-morrow and I want you to have an editorial in to-morrow morning's paper."

Gilbert Morris looked at him in surprise.

"You know very well that the endorsement of the *Free Press* would be the worst thing that could happen to you," he said. "We've been fighting the Governor at every point, and—"

"I don't want your endorsement," Harwood interrupted. "I understand all about your fight with the Governor. What I want you to do is publish an editorial roasting me to a finish. Call me everything that's bad. Say I'm not fit for the position and that if I'm appointed it will be the worst mistake the Governor could possibly make. Lay it on thick and come out strong in support of Barkley. You haven't taken a stand on the matter, so you can do this without exciting suspicion. When the Governor reads your editorial I'll be as good as appointed."

"Very well," said Morris, after briefly considering the matter, "only I want you to explain all about it to your father and Jessica."

As a matter of fact Wendell Harwood had until within a year or two been a pretty busy sower of wild oats. The manner in which he had sobered down had been the talk of the town. It had also brought great joy to his father and sister, who were full of the pride of the Harwoods and who had suffered keenly on account of Wendell's escapades.

Gilbert Morris remained in his office until late that night, and when the *Free Press* appeared on the morning of the Governor's arrival it contained a double-leaded editorial a column long, in which Wendell Harwood's candidacy for the position of state insurance commissioner was ridiculed, while the candidate himself was referred to as "the black sheep of an old and distinguished family." He was accused of having done almost everything bad except the robbing of banks and the committing of murder, and the Governor was warned that in appointing such a man to office he would be "committing the supreme folly of his malodorous administration." At the same

time the high qualities of John F. Barkley, who until then had seemed sure of the place, were strongly urged, and "his eminent fitness for the office of State Insurance Commissioner" was insisted upon.

After reading this to his daughter, Daniel Harwood, who had inherited not only the pride but also much of the chivalrous fire of his Virginia ancestors, announced that he was going to the *Free Press* office to kill the man who had written the editorial.

With the intuition that a woman generally has in a crisis, Jessica became satisfied, as she stood pale and silent and watched the white haired but still vigorous gentleman take his revolver from a drawer of his desk, that the editorial had been written by the man whom she had been expecting that morning to ask her father's consent to their marriage.

Her brother, owing to a serious accident to one of his friends, had not come home the night before, consequently they had no information concerning the plot to hoodwink the Governor, and to the girl it seemed as if the world had suddenly veered out of its orbit and started away toward swift destruction. Standing with clasped hands and wide, staring eyes while her father carefully examined his weapon, she was as sure that Gilbert Morris was the one against whom it would be turned as she could have been if his name had been signed to the defamatory article. She realized in a half-conscious way, too, that even if he had not written the screed himself he was wholly responsible for its publication.

Ordinarily she was not a girl who gave way readily to emotion or who permitted herself to be crushed by trouble. Now, however, she seemed incapable of moving or speaking. She watched her father preparing to become an actor in a terrible tragedy and she lifted no hand to detain him. Through her mind passed certain half-formed thoughts concerning the effect the article would have on her brother. A vague mental picture of him discouraged and driven back to his old ways rose before her, and then suddenly another picture presented itself to her imagination. It was the picture of her father standing over a prostrate man. This was not merely impressionistic. It was terribly vivid in every detail. She could see the little stream of blood that was sinking into the carpet and she noted the lock of dark hair that fell over the dying man's forehead.

The door closed behind her father as he went away to what he considered the honorable business awaiting him. In the library she sat, resting her elbows on the table and, with her chin in her hands, she looked far away. On the mantel the clock ticked dismally. When it struck the half hour she rose with a little cry of sudden terror and rushed to the telephone.

"Give me the *Free Press* editorial room," she shouted without waiting for Central to make inquiry. An hour before she would have asked for "Main 273," but the number had passed from her memory.

There was no response, and she put the receiver back in its place, excitedly jerking it up and down, for the purpose of attracting the attention of Central.

"I want the *Free Press* editorial room," she called again, but the wire seemed to be dead. There was no answer. Again and again she tried to raise the exchange, but in vain. Dropping the receiver, at last, she ran to a window and looked out. A scissors grinder was trudging past, ringing his bell, "ta-ling, ta-ling, ta-ling-a-ling-ling." He saw her and turned in toward the door, but she frantically waved him away.

Rushing back to the telephone, she tried again to get the exchange. There was no answer. Emitting a hopeless little wail, she flung herself upon the davenport, and with her face in her hands began to sob.

At length she sat up and stared at the clock, watching the minute hand as it slowly moved along to the quarter and then to the figure X. Knowing that her father must then be in the *Free Press* office, she took a seat at the library table and began slowly tearing the leaves of a new magazine to bits without realizing what she was doing.

Gilbert Morris had just finished a late breakfast, having, as was his custom, glanced hastily through the pages of the morning paper while he ate. There were no serious mistakes in the news column to disturb his serenity, and, after lighting a cigar, he sauntered out upon the street, forgetful of his editorial duties and oblivious of the fact that a crowd of people had gathered at the corner just below to see the Governor drive past.

His thoughts were full of Jessica Harwood. As he stood reflectively flicking the ash from the end of his cigar a sudden cheer went up from the crowd, and a moment

later a carriage containing the Governor and the Mayor, the former standing up, with his high hat in his hand, and bowing graciously, went past. Morris favored his excellency with a contemptuous glance and started toward the office of the *Free Press*, wondering if his editorial would have the desired effect and also wondering whether he had played a fair game. He succeeded in quieting his conscience very quickly by telling himself that Wendell Harwood was much better fitted than Barkley for the position of insurance commissioner, for which reason the thing he had done must clearly be in the interest of the public. This pleasing bit of sophistry having been afforded lodgment, his thoughts returned to Jessica and to the interview they had agreed he was to have that morning with her father.

He had little doubt of his ability to win the old gentleman's approval of the arrangement they had made, yet he could not get rid of a certain misgiving that blended itself with the joy which filled him as he thought of her awaiting his coming. Within half a block of his office he halted, deciding to go to her at once.

When he rang the bell she herself opened the door to him.

"What's the matter, Jessica?" he asked, hurrying forward to catch and support her. "You look as if you thought I was a ghost."

She crouched back, looking at him as if she did indeed expect him to fade away. Then she suddenly uttered a scream and demanded to know what he had done with her father.

"Your father?" he asked. "What do you mean, dear? I've come to see him. Isn't he here?"

"Your hands--your hands!" she gasped. "Let me see your hands. Have you washed the blood from them?"

He tried to take her in his arms, but she rushed away, forbidding him to touch her. He was standing with his back toward the open door, wondering what had happened to upset her reason and trying to decide how to act when, with a cry that was half of joy, half of terror, she rushed upon him, flinging her arms around his neck, and endeavoring to shield his body with her own. She had caught a glimpse of her father coming up the front steps.

Not understanding her sudden change of demeanor, Gilbert tried to embrace and

kiss her, but was startled out of the intention by the slamming of the door.

Mr. Harwood stood inside, with the revolver in his hand, while Jessica was imploring him not to shoot. The editor of the *Free Press* began to get a faint idea of what he considered the nature of the situation. He was a man who acted quickly. Believing that some terrible thing had happened to drive both the girl and her father mad, he began considering how to avert a tragedy. He was convinced that the paper would be in a bad way without him there to direct things, and even aside from that, he had no inclination to be cut down in his young manhood if he could help it. Meanwhile the old gentleman was calling upon his daughter to stand aside, at the same time moving around for the purpose of getting a chance to aim. Watching for his opportunity, Gilbert suddenly jumped forward and succeeded in wrenching the revolver away before a shot could be fired.

For a little while the two men stood facing each other silently. Mr. Harwood was the first to speak. Pointing toward the door, he said:

"Leave my house, sir. I needn't tell you never to enter it again, for you shall never have a chance to do so."

"Will you please explain what has happened?" Gilbert asked, turning to Jessica.

"Go," she replied, pointing, as her father was still pointing, toward the door.

"Not until I know why I am ordered away. I came here this morning to ask your father to give you to me. I confess that I didn't expect this kind of a reception."

"Did you expect us to welcome you with open arms?" the old man sarcastically inquired.

"Well, perhaps I didn't quite expect *you* to do that. Still, I had reason to suppose it would be safe for me to come without police protection. Jessica! A moment ago you gave me to understand that you loved me. Why do you look at me angrily now and tell me to go away?"

With her head bowed and fingers interlocked she turned her back to him. He started toward her with his arms outstretched, but her father placed himself between them.

"I have told you to leave my house," the old man said. "Will you go?"

"Not until you give me a reason."

"Perhaps that will do for a reason then."

As Mr. Harwood spoke his open hand came into sudden and forcible contact with Gilbert's face. Jessica had turned just in time to see the blow delivered.

"Where I came from," Daniel Harwood said, "a gentleman always considered that a sufficient reason for him to defend his honor."

Ignoring her father, Gilbert held out his arms to Jessica, who with an expression of contempt was looking at the red marks on his cheek. He caught at her hands, but the old gentleman, white with anger, grasped him by the shoulders, saying, as he tried to push him toward the door:

"You dog! Must you be kicked out?"

Shaking himself free and with a sudden swing of one of his arms causing the descendant of a score of doughty cavaliers to tumble backward over a chair, Gilbert said:

"Jessica, it appears to be useless for me to try to get an explanation of my treatment here this morning, but it doesn't matter about that. I wish merely to ask you if you would still be willing to be my wife if it were not for your father's objections."

"I hate you with all my heart," she replied. "Will you be good enough now to go?"

"Just one more question, if you please," he insisted, swinging an arm around again and causing Mr. Harwood to dodge out of harm's way. "When you confessed that you loved me did you mean it, or were you merely planning to gratify your vanity by seeing me humiliated for your sake?"

"You are insulting," she tragically cried. "If I had no other reason for despising you what you have said would make it impossible for me to ever forgive you."

"Never mind," he protested to the old gentleman, who had taken a pretty vase from the mantel with the evident intention of using it as a weapon, "save your bric-a-brac. I will go now—and I'll keep your pistol, for the present."

As he was passing down the steps outside he met Wendell Harwood, who called out:

"How are you, old man? I've just had

a talk with the Governor and I guess it'll be all right."

"That's good. I congratulate you."

"But hold on. Come back. Hello! What's the matter? Have you and Jess been having trouble?"

"Well, yes. To tell the truth, there has been a slight misunderstanding. Excuse me. I'm in a good deal of a hurry this morning, and—"

"No, you don't. You stay right here till I find out about this. Don't be a fool now. Come back in the house. I'll have you cooing like turtle doves in two minutes."

"You go in and see about it. I'll wait here for you."

Gilbert sat down on the steps, wondering if he would have to fight Wendell too when the contagion should reach him. Presently he became conscious of the fact that his cheek was smarting and, remembering Jessica's look when he had received the blow, he was half sorry that he had not shown his ability to use his fists.

"Here," said Wendell, rushing out and grabbing him with both hands, "come on back. It's all my fault. You see I didn't get a chance to come home and tell 'em about it. As soon as you have time you can all take turns kicking me. But I wish I could have been behind something and watched while it was going on. It must have been rich."

"Yes," his father, who had followed, added, "I humbly apologize and I don't mind saying that I'll be mighty proud to have you become a member of my family, but just the same I think it was a cruelly foolish piece of business, and I wish to inform you, sir, that I will not consent to give you my daughter unless you have an editorial in to-morrow's paper explaining the deception you attempted to practice upon the Governor. Jessica is waiting for you in the library. If you wish to accept the conditions I have named you may go in."

Gilbert took the old gentleman's extended hand, gave it an affectionate squeeze and started up the steps.

"Come, Wendell," said Daniel Harwood, "there's a lot over on Locust Street that I think I'll buy for them. I want you to look at it."

FAME AND FATE.

BY EDMUND VANCE COOK.

"Work for the world, but Art for me!
I shall win my way with the brush," said she,
So she studied "art," she studied it hard;
She painted canvases yard on yard—
(For "Art is long," as you've often heard)
Two strokes or three
For a blasted tree,
And a wiggle or two for a flying bird.
But art is sometimes purest gold and sometimes
the merest gilding;
So she wins her way "with the brush" I'm told,
By scrubbing a New York building.

"The world may dig in the dark," said he,
"But the gleam of the footlights beckons me!"
So he cried in grief and he cried in joy;
He screamed the scream
Of "Aram's Dream,"
And he groaned the groan of "The Polish Boy."
For "Art is long," very long, and so
Are the miles of ties on the B. & O. ;
But he's "on the stage"—in Idaho,
From Seven Devils to Silver Bow.

"Love for the world, but mine be fame,"
She cried, "and the world shall know my name."
Corrupting English, she called it verse,
While poetry graded very much worse,
"Now speeds my love
As doth the dove,
And moults her feathery wings above;
Her cryptic cry apace doth haste
And wounds the wind which sweeps the waste."
Yes, "Art is long" in sad endurance
And fame coquettes with bald assurance,
And now, wherever the English tongue
Is put into print her fame is sung,
For she was cured of manifold ills
By Buncomb Bitters and Pigweed Pills.

"Gold cozens the soul of man, but mine,"
Said he, "is filled with the art divine.
Music may lead me whither she may;
I toil at the ivories day by day,
Till the world shall gather while I shall play."
So he practiced in every conceivable key,
Rump-te-tumtlety! Tra la lee!
Till his brow with an honest dew was wet,
And the neighboring flats were marked "To Let!"
Yes, "Art is long," but the wise retort
That the artist himself is sometimes "short;"
Yet the world does gather to watch him play,
As he toils with the ivories day by day
In a billiard hall over in Santa Fe.

THE HEADLESS MAN OF ANNAPOLIS.

BY LUDWIG S. REIFY.

THE mysterious has engaged the attention of mankind from its earliest history. The wonderful story of the Witch of Endor calling up the dead Samuel to the living Saul, was followed thousands of years afterward by the voices that Joan of Arc heard calling her to deliver her country from the grasp of the foe, and few were the centuries before the strange sounds in the parsonage at Epworth defied the unravelment of the wise and pious people of that historic rectory, while the "Wizard Clip" still exists to astonish the unreflecting. Could all of the mysterious happenings that have been recorded be as easily explained as the last one, the science of ghosts and hobgoblins would perish from the face of the earth. It only requires the application of the principle of cyclonic force in the storm to account for the shower of stones. They are, like the frogs which are often rained down after a storm, merely caught in the grasp of the hurricane at some distant place, where the current of air is potential, and then when the force is expended the stones fall. It happens in the "Wizard Clip" incident, on the spot where romance and science meet.

Ancient Annapolis has had its share of the mysterious—the lady in white that calls at eventide for help from the the lofty attic window for her motherless and ill-treated children; the vision of the absent but dying lover, and last, but not least, the constant and persistent appearance and re-appearance, in past and present times, if the witness of those who announce they have seen him is to be believed, of the headless man. Indeed, no one could weave a true picture of Annapolitan life within the past century unless he should cast in the woof of the tapestry the portrait of the grewsome apparition, whose visits to this world—without the adornment of a head—causes such consternation to all whom he honors with a visit.

The habitat of this strange and uncanny phantom, a half century ago, according to the traditions of "the ancient city," was Green Street, in the City of Annapolis. On a certain day at midnight, once a year, the headless man, it was currently reported, if not generally believed, used to walk down this street. Unfortunately the day

of this annual visit has been lost, and no one has had the interest to sit up until midnight 365 nights in succession in order to ascertain the true date of the ghostly appearance.

This interesting character, however, does not confine himself to the corporate limits of Annapolis, accepting the testimony of those who claim to have had a vision of this remarkable phantazy of brain, or perversion of sight, or what? This historic ghost, to use the popular designation of the living, moving and unnatural, and relying upon the statements made of his appearance, has been seen in numerous other places. The shores of the Chesapeake appear to have been, in times past, a favorite haunt, and visions of the headless rider on the back of a fiery charger, plunging around the sandy shores of creeks, have been handed down the generations with all the gravity of the truth of historic records.

William Hollidayoke, a fisherman of Annapolis, had, according to his statement, a startling experience with this wonderful being, fancy or phantom. Hollidayoke, about forty years ago, was towing a fish-boat up to Tolley's Point, now Bay Ridge, from the direction of Black Walnut Creek. At the Point the seine-boat with its crew was to meet him. When the other seine-haulers reached the Point, just between sun-down and night, in the yet open twilight, they found Hollidayoke in an unconscious condition, lying across the fish-box. When he returned to consciousness, his companions saw that he was in an almost dazed condition from fright. Recovering speech, Hollidayoke told his auditors, amongst whom was Mr. George W. Quaid, who related the affair to the writer, that "a tall man dressed in black, without any head, rose up in the water near him and walked on the water out into the bay." Hollidayoke's terror was so sincere that he lay limp in the boat until it reached Annapolis, four miles distant from Tolley's Point. When the boat landed in the city, Hollidayoke's condition was such that he had almost to be carried home.

Mr. Randolph Lowman, of Annapolis, a dozen years ago had an experience with the phantasmagoria, which he related to the writer, as did also Mr. Thomas Chaney,

who had an interview with this strange visitor of a very dramatic character.

Mr. Lowman had risen at two o'clock on a summer morning to pursue his avocation of soft-crabbing—an early start being an inseparable accompaniment of a successful prosecution of the day's business. He went to the Market Space—a distance of a hundred yards from his house—to meet by appointment Mr. Thomas Hardesty, another soft-crabber, who was to accompany him to the crabbing shore. Mr. Lowman stopped at the public hydrant, at the southwestern corner of the Market House lot, and was getting a drink at the fountain when he observed a tall man, in black, standing under the gas lamp directly alongside the hydrant. Mr. Lowman asked the stranger, as the former stooped over the hydrant, filling a cup with water, "What time is it?" Receiving no answer, Mr. Lowman thought his visitor was deaf, and raised his voice and repeated the question. Still receiving no reply, Mr. Lowman lifted himself up and took a look at his companion. To his horror he found that the stranger had no head. "I did not know where to go," said Mr. Lowman in relating the incident, "so I thought I would go home. When I arrived at my doorstep I found the headless man standing there awaiting me." Mr. Lowman screamed in fear, fell in a swoon in his doorway, and in a few minutes later was discovered in that condition by his friend, Mr. Thomas Hardesty.

Mr. Thomas D. Chaney, of Eastport, just opposite Annapolis, still relates with dramatic effect his experience with this strange traditional character, which occurred nearly a quarter of a century ago. Mr. Chaney was then seventeen years old. It was in the fall of the year, when the October moon was full and shone with the brightness of a clear, unclouded night. The youth and the father, who were fishermen, had been engaged until near midnight arranging and packing their fish in the Annapolis Market. Shortly before finishing their work the father sent the son ahead to his home at Eastport, about a half-mile distant. Chaney started, and going down Compromise Street, at its foot took the shore line, along the priests' property, to the Spa Bridge. Reaching the bridge, Chaney stooped down to go under the rail in the opening left there for foot passengers using the shore path. As Chaney raised up upon the bridge, he saw under the street

lamp, near the brow of the hill, about a hundred yards distant, a man advancing. Thinking it was a friend, Chaney halted that the two might cross the bridge together. When the man, who was a tall person, dressed in black, reached a point distant about thirty feet from Chaney, the latter was surprised to find that the newcomer had no head. Instinctively Mr. Chaney was on the defensive against such an uncanny intruder upon his company; but he had no weapon, even if it could be used against a creature who could live, move and have his being without the important organ of the head. Mr. Chaney was even deprived of going to the street to arm himself with a stone, for the headless man stood in the way. Mr. Chaney concluded to proceed to Eastport. He said in relating the incident, "At this time I had no fear. The moon was shining bright, and I could see the object clearly as I occasionally turned around to look at him, for he followed me at the same distance that he had maintained when I first found that he had no head. One thing struck me as strange. The planks of the bridge at that time were very loose, and I noticed that while they rattled as I went, the man on my trail moved along with a noiseless step."

This procession continued for 200 yards, and until Chaney had reached the draw of the bridge. "Up to this moment," Mr. Chaney said, "I had no fear, and then I said to myself, 'I will see if you (meaning the man behind him) can run.' So I ran to the Eastport end of the bridge—about a hundred yards. When I reached the end of the bridge I turned around and saw the headless man standing at his accustomed distance that he had maintained in following me across the bridge—about thirty feet. I was now frightened. (Chaney was then two short squares from his home.) I now began to run as fast as I could. As I turned Chesapeake Avenue the headless man was at my back with his hand over my shoulder. I ran home and bolted the gate without opening it, and went for my gun. As I came out of the house, my mother, who had been sitting up at the window waiting for my father and myself, hearing my movements, called to know what was the matter. I asked, 'Did you see that man?' She replied that she had seen no one. When I returned to the gate the headless man had disappeared."

THE WINDS OF THE SOUTH.

BY VICTOR A. HERMANN.

The winds of the North are cold and frost-filling,
And wild when they flurry and scold;
The winds of the East are rain-swept and chilling,
And the winds of the West are oft bold.
But there are sweet winds that soothe as the showers
That fall in a desert of drought,
And they are the winds from the forests and flowers—
The sweet-scented winds of the South.

'Tis the call of the South to her children far-drifted,
Each wind is a message she sends:
"Come back to the land that all Nature has gifted
And the sweet Summer time ne'er ends;
Oh, truants, come back when the wide world is dreary,
The pines instill courage anew,
And the mocking bird's song is the song for the weary—
The South wind is calling to you!"

HUMOR AND THE HUMORIST.

A MODERN INSTANCE.

Will Reed Dunroy, who writes the "Some Modern Instances" column in the Chicago "Chronicle," has been able to embarrass Richard Mansfield, a thing that is said to be most difficult to do. While the great American actor was playing a recent engagement in the windy city Mr. Dunroy seized the opportunity to write a quarter of a yard of verse in praise of the actor's work, and this, coming to the eye of the player, caused him to reply something after the following: "I do not often have poems written about me, and therefore I hardly know what to say, or how to thank you—in any case please believe that the thought, the poem and the praise are all heartily appreciated."

Mr. Dunroy is the author of "An Indian Mother's Lullaby," which was extensively copied both in this country and in England.

THE CONVERSATIONAL JOKE.

The demand for humorous quips is always more than the supply. Every newspaper and magazine must cater to the public clamor for fun. The creak of the scissors is heard o'er the land, but sad to relate, the name of the paper from which the paragraph is clipped is not always attached to the clipping.

The conversational joke is the best filler, consequently Mr. E. A. Oliver, the editor of the Yonkers "Statesman," which furnishes a double galley a week, finds it necessary to print them on a separate slip, which he sends to editors with permission to use with credit, and thus protect the parentage of the child and perpetuate the good name of the Yonkers "Statesman." There are always good ones among them, like these:

TROLLEY WEDDING.

CHURCH—"Had a trolley wedding over in Brooklyn the other day."

GOTHAM—"A trolley wedding? Something new, isn't it?"

CHURCH—"Yes; you see, the bride was a widow and the groom a widower, and they were married on the repair car."

IN THE FUTURE.

CHATTER—"I want to get some gasoline for my machine."

DRIVER—"Yes, sir; what odor, please? New Mown Hay, Attar of Roses or Violets, sir?"

DOING SOMETHING.

"I'd like to know what you policemen do for your money?" said the disgusted citizen in the New York business district.

"Sure we have to sign a receipt!" said the innocent patrolman.

ENCOURAGEMENT.

"How do you like that?" he asked, as he finished cutting his own name on the ice.

"Put Mrs. in front of it and I'd like it very much," said the fair skater, with a shy glance.

THE VERSOTYPE.

Theodore H. Boice, of the Pittsburg "Chronicle-Telegraph," is the inventor of a machine called the "Versotype," which lays all over the linotype and monotype machines, as it can be adjusted to turn out verses on any theme by a very simple turn of a screw (which never becomes loose, by the way). For instance, all Mr. Boice has to do is to watch the headlines of his paper each day and pick out the most prominent topics of news, then turn the screw of his machine and have a five-verse poem on the subject the next day. These verses may be found under the head of "Talk of the Town." Below are the first verses of several of them:

THE RUSSIAN MARTYRS.

The monarch closed his ears
To cries for aid and bread;
His troopers met appeals
With crushing steel and lead.
And there fell age and youth,
With death to crown their woe;
And hushed were cries for aid,
And reddened was the snow.

A WORRIED MAN.

The Czar of all the Russias is a greatly worried man,
For day and night his enemies all sorts of trouble plan;
And though the plotters often fail in purpose that is grim,
They keep the Czar reminded that they're always after him.

THE COMING STYLES.

Though 'tis the dead of winter,
The women everywhere
Are talking of the fashions
Designed for springtime wear.
Unmindful of the weather,
Their faces beam with smiles,
For they with greatest pleasure
Discuss the coming styles.

THE BIGGEST DIAMOND.

'Tis said that down in Africa
A diamond has been found
That puts to shame the Kohinoor,
The gem so long renowned.
This diamond so exceeds in size
All those that men have known
That it resembles in its bulk
A good-sized cobblestone.

LETTERS FROM AN OLD RAILWAY OFFICIAL.

Mr. Charles DeLano Hime is not a newspaper humorist, but a railroad man; but it cannot be gainsaid that it is altogether a far cry from rail-roading to humor.

Mr. Hime is entitled to notice in these columns because of the very cleverly handled collection of

letters from father to son, giving good substantial advice as to how to conduct his office and himself, in a witty manner.

The letters first appeared in the "Railway Age" of Chicago, and have been put in book form by that company. To the railroader or private citizen the book is both entertaining and instructive, and the novice can understand and appreciate Mr. Gillilan's "Off Again, On Again" even more on being invested with the secret details of the office of the superintendent.



Off again, on again, come again, Mr. Gillilan!
We like your brand of sunshine."

J. N. Darling, cartoonist of the Sioux City "Journal" has "a boye like a beagle" and a pen that can "do" anything his eyes show him. He saw Gillilan, the "Sunshine and Awkwardness" Baltimore "American" humorist, recently at Sioux City before a big audience, and the above is the way it hit the very clever "Ding," as Mr. Darling signs his cartoons.

MR. COOKE, AUTHOR AND LECTURER.

Edmund Vance Cooke's new book of baby verse, "Chronicles of the Little Tot," is soon to be issued. The first proofs are read and the artist (De Land) is at work upon the eight full-page illustrations in color which are to adorn the volume. The Dodge Publishing Co. is to issue it, which publishers have also brought out Mr.

Cooke's well-known verses, "How Did You Die?" as a wall-card. The "Chronicles" constitute Mr. Cooke's fourth volume, the previous ones being "A Patch of Pansies," "Rimes to be Read" and "Impertinent Poems."

The following is Mr. Cooke's latest poem, which has created such profound interest:

THE PALACE WINDOW.

"What do ye see, my lords of war?
What do ye see, for I may not look?"
"The hounds are loosed of the leash, great czar,
And the game is brought to book."

"What do ye see, my lords of state?
What do ye see that your brows are low?"
"Nothing, O sire! but a nation's hate
And the blood-blotch on the snow."

"What dost thou see, my queen, my queen?
What dost thou see, that your eyes are wide?"
"Nay, God forgive me the sight I've seen
And save their souls, who died!"

"What do ye see, my daughters all?
And what do they bear who make such din?"
"Boxes, dear father, and some so small
Little brother might lie therein."

"What dost thou see, thou heir-of-our-race?
Who shall sit the throne when I shall die?"
But the infant looks in his father's face,
And his voice is a wailing cry!

THE TRAIL TO BOYLAND.

"Where the maple leaves are yellow
And the apples plump and mellow,
And the purple grapes are bursting with
their rich autumnal wine,
And the oak leaves redly flaming—
All the blaze of sunset shaming—
Is a trail that wanders idly to a land of
yours and mine."

This is the first verse of the opening poem bearing the title of the book of poems, "The Trail to Boyland," by Wilbur D. Nesbit of the Chicago "Tribune." Mr. Nesbit is an Indian—All smart people come from Indiana" says George Ade, "and the smarter they are the quicker they come." And it might be added: "to Chicago"—or anywhere else, if you please. Many of the poems are already familiar to the public, having either appeared in the Baltimore "American" or the Chicago "Tribune," and it may be modestly said, one at least in the "Book of the Royal Blue."

There's a sweet odor of Indiana apple blossoms all through the book, mingled with the lazy hum of the bees of midsummer, colored with the maple leaves of fall, and inspired with the expectations of the boy at Christmas tide. Mr. Nesbit may go back to Indiana some day and his name be recorded with that of Riley, Tarkington, Wallace, or Beveridge, Harrison, Hendricks and Fairbanks.

Anyhow, the book was published at Indianapolis by the Bobbs-Merrill Company, and that's something.



Stub Ends of Thought

By ARTHUR G. LEWIS.



I would rather possess the willful caresses of a tombstone than endure the platonic indifference of Venus.

Acquired knowledge is only of individual value, but talent lends to others the worth of its force, while genius fathers the world's advance in all things.

PERHAPS it is the last rose that we love best of all, when the dead naked branches of yesterday's bloom appeal only to the sense of memory.

THE bread and butter earned by the sweat of individual thought has a flavor of independence about it.

Nothing causes a sensitive man more discomfort than to arrive at the conclusion that he is a fool.

ADMIRATION and respect is the only foundation upon which we can safely construct the castle of permanent love.

It is always best to let people have their own way, unless they get in yours.

THE heavy faces of men and women tied together only by the bonds of matrimony wear, as a rule, simply a look of stupid resignation.

THERE is but one consciousness that holds us to life, and that is the knowledge that some other life is dependent upon our own.

THOSE who repent late may be generally accepted as having erred early.

MAN's humanity to man is a question of temperament, while woman's sentiments in that direction are largely regulated by her fancy or caprice.

"I DON'T KNOW" is the foundation of desired knowledge and the first floor in the structure of wisdom.

A woman's sweetness lives and finds its beauty largely within the sacred circle of her silent life.

RIGHTeous indignation is often only the result of years and regret, rather than an honest unbiased regard for the advance of moral conditions.

A CHILD's mind of a person or thing is formed and regulated by the parental opinion and example, and right or wrong, good or evil, the primary impression is permanent.

MEN are only truly great, not to the extent that others believe them to be, but as they know themselves.

THE beauty of our ideals is measured almost entirely by the tape-line of love.

ONLY those who have weighed friendship in the balance of adversity know its actual weight and worth.

TO overcome a fault proves greater strength than its commission illustrates weakness.

DANGEROUS views are often the pitfalls in which dangerous practices tumble.

A TOAST.

BY ARTHUR G. LEWIS.

Let us drink to the truth that we hope to find
In the heart of the one we love;
To the faith that thrills, and the doubt that sighs,
In the heaven-blue light of our loved one's eyes.
Let us cast aside and scorn to know
The lies from lips we've kissed,
And hope for better things to come,
With the warming glow of to-morrow's sun;
Bringing new life to the truth that lies
In the heaven-blue light of our loved one's eyes.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 27, 1904		No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
EASTWARD		AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.57	-----
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51	-----
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55	-----
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.10	6.00	-----
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.52	8.32	-----
Ar. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50	-----	-----	8.35	-----
		PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 27, 1904		No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY
WESTWARD		NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT
Lv. NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	5.55	6.55	12.10	-----
Lv. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15	-----
Lv. PHILADELPHIA	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.35	-----
Ar. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.43	4.14	5.09	8.16	10.55	11.32	8.00	-----
Ar. BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.36	8.05	-----
Ar. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.10	12.10	12.31	7.25	-----
		AM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD		No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
Lv. NEW YORK, SOUTH FERRY	9.55 AM	11.55 AM	N 3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM	-----	-----
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	-----	-----
Lv. PHILADELPHIA	12.30 PM	2.14 PM	† 5.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM	-----	-----
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.14 PM	-----	10.55 PM	9.48 AM	8.45 AM	11.32 PM	-----	-----
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.41 PM	-----	-----
Lv. WASHINGTON	4.05 PM	5.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 PM	-----	-----
Ar. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----	-----
Ar. PITTSBURG	-----	-----	7.15 AM	-----	7.45 PM	-----	9.00 AM	Lv. 4.30 PM	-----
Ar. CLEVELAND	-----	-----	12.35 PM	-----	-----	-----	-----	9.50 PM	-----
Ar. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	-----	-----	Lv. 5.20 PM	-----
Ar. COLUMBUS	-----	8.45 AM	-----	-----	-----	-----	-----	9.20 PM	-----
Ar. CHICAGO	-----	5.30 PM	-----	-----	-----	-----	-----	7.40 AM	-----
Ar. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----	-----
Ar. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	-----	-----	-----	-----
Ar. LOUISVILLE	11.50 AM	-----	-----	9.30 PM	-----	7.55 AM	-----	-----	-----
Ar. ST. LOUIS	6.00 PM	-----	-----	7.28 AM	-----	1.40 PM	-----	-----	-----
Ar. CHATTANOOGA	6.00 PM	-----	-----	6.25 AM	-----	-----	-----	-----	-----
Ar. MEMPHIS	11.00 PM	-----	-----	8.30 AM	-----	-----	-----	-----	-----
Ar. NEW ORLEANS	10.00 AM	-----	-----	8.00 PM	-----	-----	-----	-----	-----

A - Train No. 6 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD		No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	No. 14 EXPRESS DAILY	No. 46 EXPRESS DAILY
Lv. CHICAGO	-----	-----	-----	3.30 PM	10.40 AM	-----	-----	10.30 PM	8.00 PM
Lv. COLUMBUS	-----	-----	-----	-----	7.05 PM	-----	-----	-----	-----
Lv. WHEELING (EASTERN TIME)	-----	-----	5.00 PM	-----	12.25 AM	-----	-----	-----	11.00 AM
Lv. CLEVELAND	-----	-----	-----	10.15 PM	-----	1.00 PM	-----	-----	-----
Lv. PITTSBURG	-----	-----	-----	8.00 AM	-----	9.00 PM	6.30 PM	6.30 PM	1.00 PM
Lv. ST. LOUIS	* 8.54 AM	2.05 AM	-----	-----	-----	9.08 PM	-----	-----	-----
Lv. LOUISVILLE	* 2.10 PM	8.10 AM	-----	-----	-----	2.30 AM	-----	-----	-----
Lv. INDIANAPOLIS	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----	-----
Lv. CINCINNATI	* 6.35 PM	12.10 PM	-----	-----	-----	-----	8.10 AM	-----	-----
Lv. NEW ORLEANS	-----	7.05 PM	-----	-----	-----	-----	9.15 AM	-----	-----
Lv. MEMPHIS	-----	6.50 AM	-----	-----	-----	-----	8.40 PM	-----	-----
Lv. CHATTANOOGA	-----	10.40 PM	-----	-----	-----	-----	-----	-----	-----
Lv. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----	-----
Ar. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	2.42 AM	11.05 PM	-----
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	3.47 AM	12.25 PM	-----
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	3.55 AM	12.44 PM	-----
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	6.00 AM	3.10 PM	-----
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	8.32 AM	5.52 AM	-----
Ar. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	8.35 AM	-----	-----

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

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No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.

No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner a la carte, Philadelphia to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

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No. 524. "Royal Limited," Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

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WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Drawing Room Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars. Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Buffet Drawing Room Parlor Cars New York to Washington.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

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Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

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No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.

No. 55. Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland.

No. 46. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

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TO

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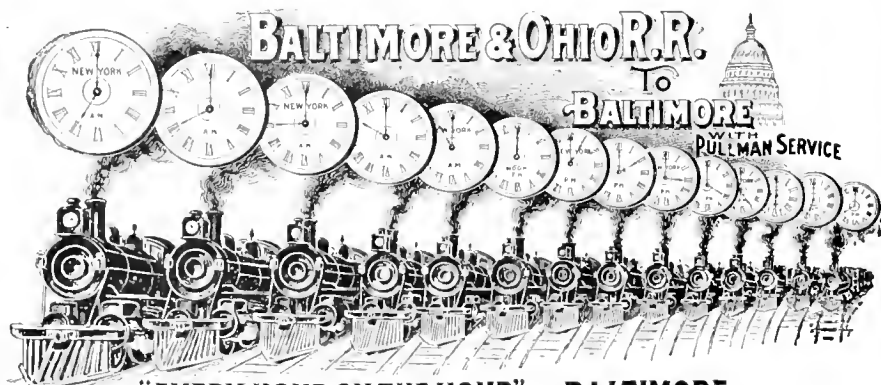
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ROYAL BLUE TRAINS

LEAVE WASHINGTON

FOR PHILADELPHIA AND NEW YORK

"Every Other Hour on the Odd Hour"

7, 9, 11, 1, 3, 5 o'clock

DURING THE DAY

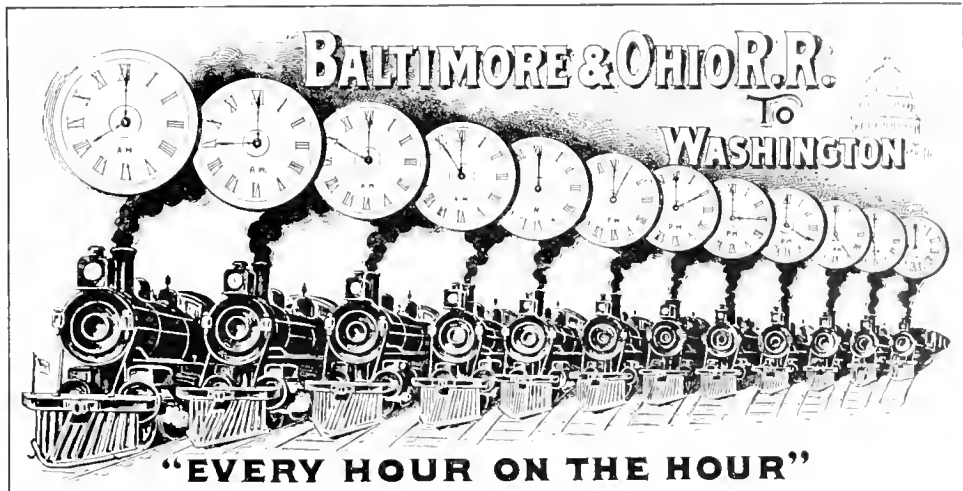
Other trains at 8.00 p. m., 11.30 p. m. and 2.57 a. m.

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The "Royal Limited" leaves at "Three"

TRAINS FROM BALTIMORE TO WASHINGTON



ROYAL BLUE SERVICE NEW YORK TO WASHINGTON

ROYAL BLUE TRAINS

LEAVE NEW YORK

FOR BALTIMORE AND WASHINGTON

“Every Other Hour on the Even Hour”

8, 10, 12, 2, 4, 6 o'clock

DURING THE DAY

Another at 7.00 p. m. and one at 12.15 midnight

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Baltimore & Ohio Dining Car Service

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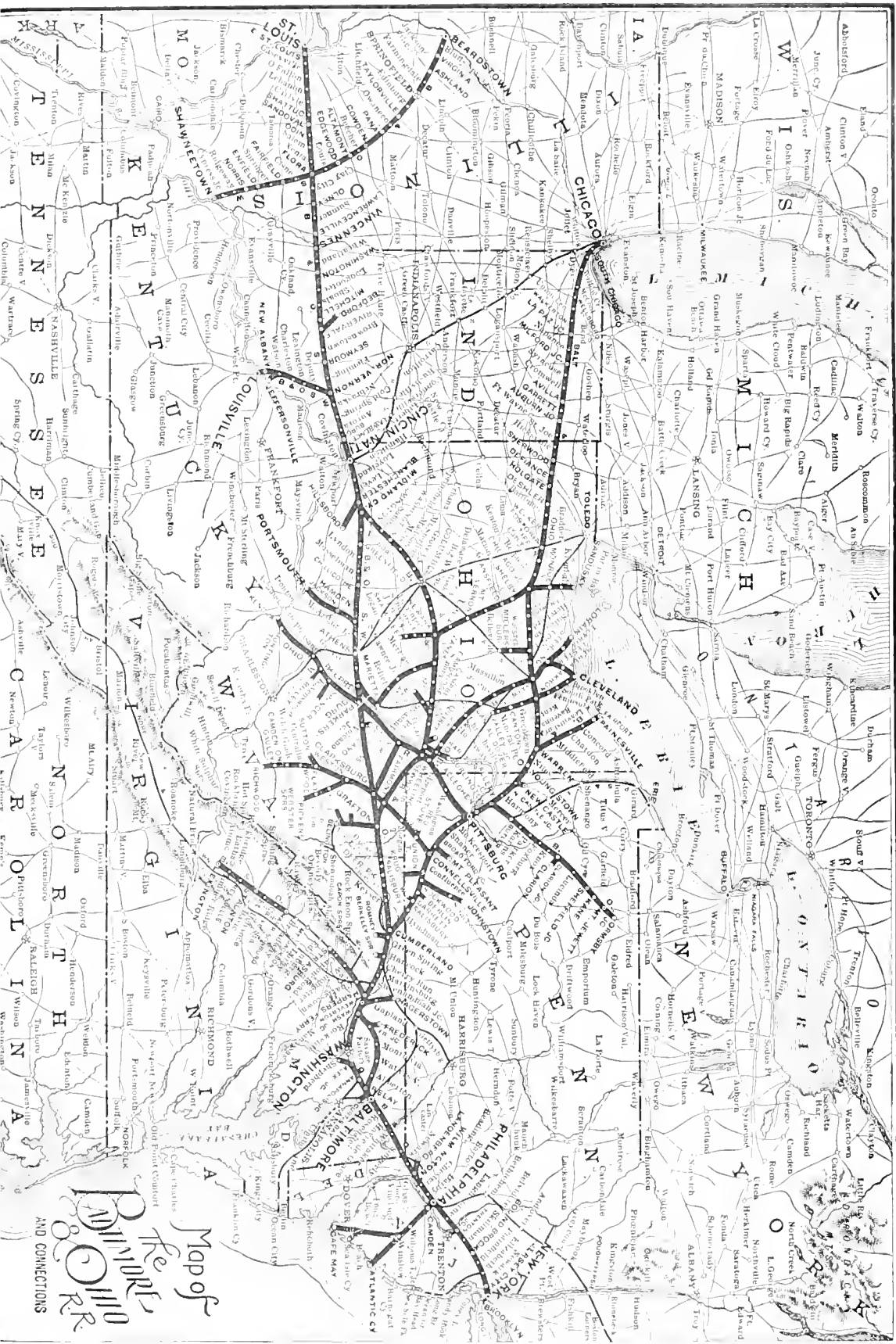
The subject of having a territory under the exclusive jurisdiction of Congress was one of the first to receive the attention of the legislators of the new Republic, and the establishment of a permanent seat of government, two years after the form of government was adopted by the nation, was one of the most important acts of Congress in the early stages of the country's existence.

The Continental Congress opened its first session in Philadelphia, September 5, 1774, but on account of the advance made by the British army, and other causes later on, it was compelled to keep up a peripatetic existence, moving from Philadelphia to Baltimore, thence back to Philadelphia to Princeton, N. J., Annapolis, Md., Trenton, N. J., and New York, where it continued its place of meeting until the adoption of the Constitution of the United States in 1788.

The struggle for the location of the national capital began in the Continental Congress, and was only abandoned there to give place to graver matters which required the attention of that body, and to avoid the local irritation raised by the subject, then thought to be a serious question to the life of the new Republic.

In the first Federal Congress the matter was again made the subject of serious

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Baltimore & Ohio R.R.



EAST AND WEST



CALENDAR - 1905



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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MAY							JUNE							JULY							AUGUST						
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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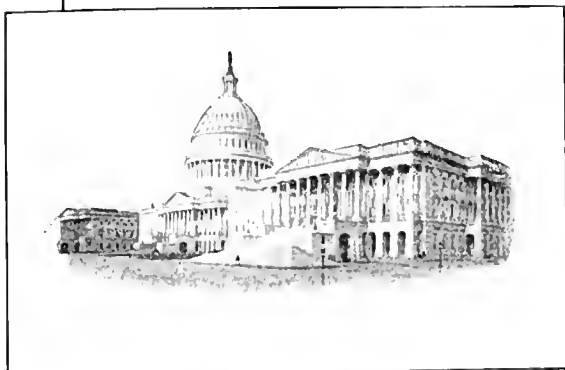


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Special low-rate excursions from all points east of the Ohio River on
June 22, July 6 and 20 and August 3, 17 and 31.

ASBURY PARK, N. J.

National Educational Association, July 3-7.

BALTIMORE, MD.

International Convention Christian Endeavor, July 5-10.

BUFFALO, N. Y.

B. P. O. Elks, Grand Lodge, July 11-15.

DENVER, COL.

Epworth League, July 5-9.

DENVER, COL.

G. A. R. Encampment, September 4-7.

NIAGARA FALLS.

Imperial Council, Ancient Order of Mystic Shrine, June 20-21.

PHILADELPHIA, PA.

Sovereign Grand Lodge, I. O. O. F.

PORTLAND, ORE.

Lewis and Clark Centennial Exposition, June 1 to October 15.
National American Woman's Suffrage Association, June 29 to July 5.
American Library Association, July 2-7.
American Medical Association, July 11-14.



A "SPIRITING" LIKENESS OF PRESIDENT ROOSEVELT
Drawn by McKee Barclay for the "Book of the Royal Blue."

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. VIII.

BALTIMORE, APRIL, 1905.

No. 7.

BACK TO NATURE.

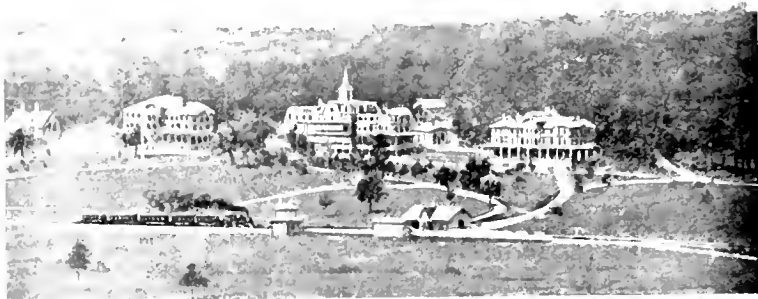
BY STRICKLAND W. GILMAN.

I.

Ah, Spring as it was in the days gone by;
Ah, white of the Cloudland, blue of the sky!
Ah, wonderful forest and hill and stream,
Yours still is the secret of soundless dream
And joy past analysis; yours to give
Anew to the world-worn the right to live
That wonderful life of the child again—
The life that to women is lost, and men.
Hark! Voices of Nature are calling loud
And thinning the ranks of the madding crowd,
While back to her heart in the stream-fed wood
Kind Nature allures us with "Come, be good!"

II.

Ah, child that you were, with your eyes love-sweet;
Ah, child that I was with my bare, brown feet;
Ah, Springs that they were which our youthtime knew
When I was but I, dear, and you just You!
The trees overhead with their op'ning buds,
The streams tired out with their April floods—
These sang to our ears, to our eyes, our hearts,
Gold sun-arrow smote us, a thousand darts—
Smote, yet with a touch like a mother's kiss,
While both of us revelled and romped in bliss;
But ever too endlessly glad to know
Or care why it was we could revel so.



DEER PARK HOTEL.

ALLEGHENY MOUNTAIN RESORTS.

DEER PARK, MARYLAND.

AWAY up in the Alleghenies is a broad plateau, 3,000 feet above the level of the sea, which forms the great watershed to the Atlantic on the east, the Mississippi on the west and the Gulf of Mexico on the south. This plateau



EAST ANNEX, DEER PARK HOTEL.

is comparatively level for a distance of nine miles, and is covered with beautiful forests. Here are those mountainous havens of rest, Deer Park, Mountain Lake Park and Oakland. To reach either of these resorts the tourist will have to traverse some of the most charmingly picturesque scenery on the American continent, constantly increasing as he approaches the top of the mountain range. Of the three, Deer Park has the most beautiful natural location.

Standing in the midst of a lovely tract of 500 acres, the Deer Park Hotel and its family of cottages presents a most attractive sight. The utmost good taste has been shown in the preservation of the forests whilst removing enough trees to enhance

the beauty of the grounds. Rising above the surrounding oaks, beech, maple, etc., the roof line of the main hotel reveals itself above a verdant background of dense foliage. To the right and left of the spacious center building the eastern and western annexes form a pleasing picture to the architectural eye. Either one of these buildings would form a large hotel, but virtually they are one structure, being connected by covered passage-ways along the first and second floors. The splendid buildings, with big, airy rooms and immense verandas, are on top of a knoll, with the beautiful lawn sloping gently to the railway station, 300 yards distant.

The hotel is supplied with every conceivable modern appliance for the convenience of its guests. Nothing is omitted which is necessary to the taste of the most fastidious person, notwithstanding its isolation on the top of a mountain. It is a city in itself, provided with its own gas and electric plants



WEST ANNEX, DEER PARK HOTEL.

and water system. The sewerage and sanitary arrangements are the best that modern engineering could achieve.

There are many people who desire to leave their city homes and visit resorts, but are not desirous of living at a hotel. For these persons there are delightful private cottages in the immediate vicinity of the hotel, which are fully equipped and beautifully furnished for housekeeping, if so desired; but should the occupants wish, they can arrange for their meals at the

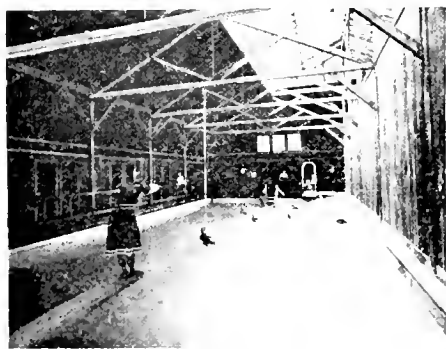
encased in a wire house, securely roofed and locked, to absolutely prevent any impurities falling therein. The two swimming pools are each so spacious and the water so delightful that visitors to Deer Park enjoy all



MAIN BUILDING, DEER PARK HOTEL.

hotel. It has been customary to open these cottages about June 15th of each year and the hotel proper June 24th.

Not far from the hotel in a beautiful spot is "Boiling Spring," issuing from the rocky heart of the mountain, from which the most delightful crystal-clear water flows in superabundance. It has a daily flow of 150,000 gallons of purest water, even supplying the two large swimming pools of the hotel. Deer Park water as a table water has no equal, and is by analysis absolutely pure. The water is highly recommended by lead-



SWIMMING POOL, DEER PARK HOTEL.

ing physicians for its purity, and it is used throughout the entire dining car system of the Baltimore & Ohio Railroad. The spring is about two miles from the hotel and is



TENNIS COURTS, DEER PARK HOTEL.

the pleasures of bathing as at a watering place. One of these pools is for the exclusive use of ladies and children, and the other for gentlemen; the temperature of the water is regulated by a complete system of heating. Turkish and Russian baths are connected with the swimming pools. A supplementary amusement building or casino is provided with billiard and pool tables and an immense bowling alley.



GROVE IN DEER PARK ENCLOSURE.

The "Glades" furnish enchanting drives and bridle paths through the mountain forests, and consequently a suitable livery establishment is one of the features of Deer Park. Vehicles of all kinds can be furnished, from a dog-cart to a tally-ho, and good horses are available for either driving or riding. Accommodations are provided for horses and vehicles brought by guests to the Park. There are excellent roads for cycling; tennis courts and ball grounds. A nine-link golf course is a special feature. The morning band concerts and evening hops at the hotel are not overlooked.



INTERIOR OF DEER PARK COTTAGE.

Notwithstanding Deer Park has its own individual attractions, it is favored with the very best transportation facilities, the lack of which is so often a detriment to a summer resort. It is situated on the main line of the Baltimore & Ohio Railroad, and is only eleven hours' ride from Cincinnati or New York; eight and one-half hours from Philadelphia; six and one-quarter hours from Baltimore; five and one-quarter hours from Washington; six hours from Pittsburg; eight and three-quarter hours from Columbus; twenty-one hours from St. Louis and eighteen and three-quarter hours from Chicago. From each of these cities through Pullman sleeping cars land passengers at the hotel. The day trains have parlor observation cars and dining cars.

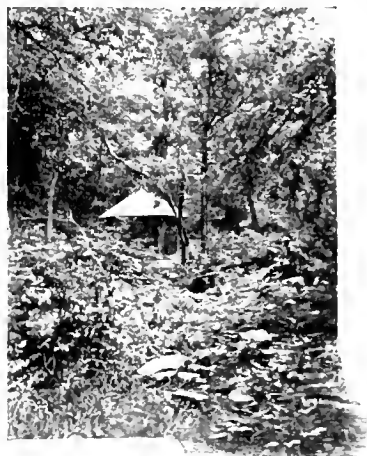
MOUNTAIN LAKE PARK, MARYLAND.

About four miles from Deer Park is Mountain Lake Park, the annual meeting place of the Mountain Chautauqua and camp meetings. The Mountain Chau-



DRIVE TO THE SPRING

tauqua was established in the fall of 1881, and during three months of the summer it is the scene of special interest, as large gatherings of intelligent people hold their religious and secular meetings in buildings especially provided therefor. The large auditorium seats about six thousand people, adjoining which is a large building consisting of lecture and school rooms devoted to educational features. Ample provision is made for guests in the Mountain Lake Park Hotel and the Lock Lynn Heights Hotel. There are six or seven small hotels and many good boarding houses, besides over two hundred cottages, which have their temporary occupants during the entire summer. This resort has been very popular with the states of Maryland, Pennsylvania,



THE SPRING

West Virginia and Ohio, and each summer there are days set apart for special entertainments, when at such times excursion rates are named to cover quite a contiguous territory, and each excursion is eagerly patronized. The season opens June 1st, and from that time throughout the summer Mountain Lake Park becomes a combined resort of health and rest, with the advantages of school and lyceum. The park is on the main line of the Baltimore & Ohio Railroad and is easily reached by through trains east and west without change of cars.

OAKLAND, MARYLAND.

Six miles west of Deer Park and two miles west of Mountain Lake Park is Oakland, which is a thriving little city with a regular population of fifteen hundred

people. It contains many beautiful homes and is most picturesque. There are innumerable lovely private cottages in the neighborhood of Oakland owned by residents of distant cities, notably Cincinnati, Baltimore and Washington. These cottages are occupied every summer, and their owners claim the climate is the most delightful to be found.

Oakland is also on the main line of the Baltimore & Ohio Railroad, and all trains make regular stops.

The beautiful hotel, "The Oakland," has been renovated and refurnished, and will be opened about June 1st, under an entirely new management. The hotel is most delightfully situated, with



OAKLAND, MARYLAND

its name from the propinquity of the Ryon Trout River, a tributary of the Youghiogheny River. Brookside is reached by the Baltimore & Ohio Railroad via Oakland.

AURORA, WEST VIRGINIA.

Another beautiful summer resort among the lofty mountains and removed from the immediate vicinity of the railroad is Aurora, in West Virginia, twelve miles from Oakland and about the same distance from Deer Park. It is one of those places where people dress as they please, and is free from conventional formality. It is provided with two hotels and a dozen or more cottages. The scenery round

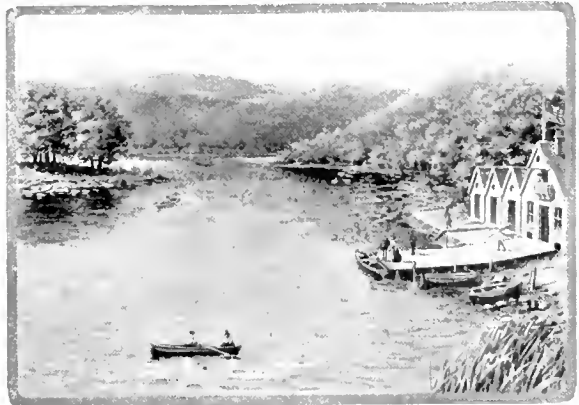


HOTEL OAKLAND, MARYLAND

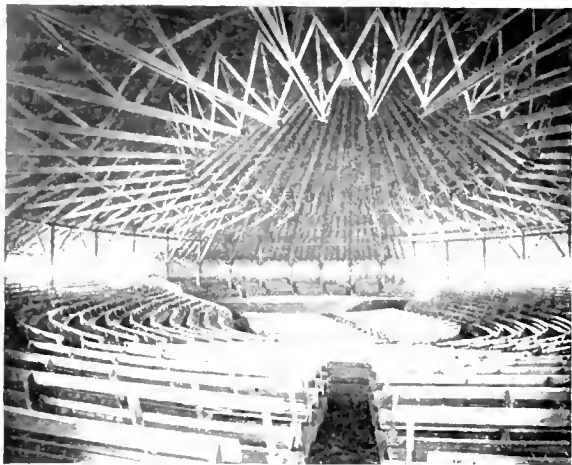
the mountain as a background. It has a capacity for 350 guests, and is crowded throughout the summer.

BROOKSIDE, WEST VIRGINIA.

Brookside, W. Va., is an attractive mountain resort, ten miles from Oakland and twelve miles from Deer Park, over roads which are unsurpassed for smoothness and picturesque scenery. At the West Virginia line this road merges into the old Northwestern Turnpike, which passes Brookside on its way to Wheeling. The resort derives



BROOKSIDE, WEST VIRGINIA, NEAR OAKLAND



AUDITORIUM, MOUNTAIN LAKE PARK

HARPER'S FERRY, WEST VIRGINIA.

At the confluence of the Potomac and Shenandoah rivers, nestled on the rocky promontory which marks the extreme eastern point of West Virginia, lies Harper's Ferry, on the main line of the Baltimore & Ohio Railroad. It is built upon a hill known as "Bolivar Heights," and is overshadowed by the mountains known as "London Heights," across the Shenandoah River in Virginia, and by "Maryland Heights," across the Potomac in Maryland. This historic town, unsurpassed in beauty and historic connections, is



BROOKSIDE, WEST VIRGINIA, NEAR OAKLAND

about is that which is characteristic of the Cheat River territory for picturesqueness. Aurora is reached by the Baltimore & Ohio Railroad via Oakland.

EGLON, WEST VIRGINIA.

A ten-mile drive from Oakland leads to this picturesque mountain home. Every summer its cottages and the one hotel are full of guests from all the principal cities. It is in the neighborhood of Aurora and Brookside, and enjoys the same privileges and magnificent scenery. Like its sister resorts, Eglon is reached by the Baltimore & Ohio Railroad via Oakland.



THE GROVE, MOUNTAIN LAKE PARK



HARPER'S FERRY FROM MARYLAND HEIGHTS

becoming more and more of a summer resort. Several well-equipped hotels and cottages are built in locations to command the finest scenery of the rivers and mountains, with prices within reach of all. Each summer has added to its popularity, and while not possessing any of the springs or other attractions which make up the average mountain retreat, it has a peculiar interest entirely its own and an unparalleled variety of scenery which bids fair to its becoming a resort of great prominence in the near future.

Of the famous John Brown's raid there remains nothing but the monument where his improvised fort stood, and the foundation stones of the United States arsenal.

Railroad leads therefrom to all the famous resorts in the valley, so well known in the last hundred years, and as a consequence



OLD MILL ON THE POTOMAC RIVER

numbers of visitors locate at Harper's Ferry and make their pilgrimages therefrom down the beautiful valley.

WEBSTER SPRINGS, WEST VIRGINIA.

At Addison, the county seat of Webster County, West Virginia, in the beautiful valley of the Elk River, surrounded by noble hills, at an altitude of 2,240 feet, lies Webster Springs, fast becoming a popular resort on account of its salt sulphur baths. Although the springs have



THE SHENANDOAH ABOVE HARPER'S FERRY

The Government has marked with iron tablets the history of the Civil War. The old houses and churches still remain as in days gone by. Jefferson's Rock still commands that famous view of the Shenandoah made historic by Thomas Jefferson, whilst farther up the Shenandoah River, on the Virginia side, John Brown's fort stands by itself in a lonely field, where it was rebuilt on its return from the Chicago World's Fair. Harper's Ferry is at the head of the beautiful Shenandoah Valley, and the Valley Branch of the Baltimore & Ohio



THE CHESAPEAKE & OHIO CANAL

ALLEGHENY MOUNTAIN RESORTS.



WEBSTER SPRINGS HOTEL



IN THE HEART OF THE HOLLY MOUNTAINS



HOLLY JUNCTION, BALTIMORE & OHIO RAILROAD.



WEBSTER SPRINGS, WEST VIRGINIA

been known for many years, it has only been within the past few years that they have been readily accessible. Now it is different: the long stage coach ride has been superseded by the railroad, and a large and spacious hotel, beautifully located, has supplanted the former meager accommodations.

The new Webster Springs Hotel is one of the best-appointed hotel resorts in the two Virginias, and is probably the largest hotel in West Virginia. Within the past year it has been rebuilt with a new dining-room capable of seating 200 persons, a sun-parlor, a ballroom and a spacious exchange. All the other usual appointments of a first-class hotel of course are included. Until the last year Webster Springs was only a summer resort, but the new hotel being equipped with steam-heating appurtenances it will be kept open all the year round.

The feature of greatest interest is the sulphur baths, which have highly curative

to improve nutrition and secretion in a natural manner and restore all functions to a state of health.

The salubrious mountain air and reposeful mountain scenery add greatly to the



THE DIVIDE BETWEEN THE HOLLY AND THE ELK

treatment by affording rest to both mind and body.

Webster Springs is reached by the Holly River & Addison Railroad, connecting with the Baltimore & Ohio Railroad at Holly Junction, W. Va. Direct connections are made with through trains from New York, Philadelphia, Baltimore and Washington, with good connections from Pittsburg, Wheeling and Cincinnati. The ride over the mountains from Holly Junction to the springs is most picturesque and interesting. The view of the valleys of the beautiful and picturesque Holly and Elk rivers from precipitous heights, with range after range of mountains in the distance, is one of the most beautiful of the great Allegheny chain of mountains.



ALONG THE ELK RIVER, NEAR WEBSTER SPRINGS

qualities in cases of stomach, liver and kidney trouble. The new baths have been built as a part of the hotel, located in the first story of the east wing, in direct communication with the upper floors by stairs. A full complement of women's and men's baths have been installed, and there have been added thereto steam-rooms, hot-air rooms, massage rooms and a plunge bath or swimming pool; in fact, a complete Russian and Turkish bath equipment.

The combined effect of warm salt water baths and of drinking the cold sulphur water, apart from its great value in the numerous specific ailments referred to, is to eradicate from the system entirely all morbid secretions and accumulations and



ROOF EDGE CLIFF

MARKLETON, PENNSYLVANIA.

Markleton Sanatorium is situated on the main line of the Baltimore & Ohio Railroad between Cumberland and Pittsburg, in a secluded nook in the Alleghenies, shut in



MARKLETON SANATORIUM

by mountains from the outside world, affording a quiet restful retreat for the sick, the "run down" and the weary. The sanatorium is surrounded by beautiful and romantic walks and drives, and the forests and streams about it furnish splendid sport. The altitude is between 1,700 and 1,800 feet. The water, which is pure and abundant, comes from numerous springs high up on the mountain side. There is also a mineral spring, the water of which has proven highly beneficial in cases of dyspepsia and constipation. There are excellent physicians in attendance, and baths of all kinds, viz., salt, electric, Turkish, vapor, etc., are furnished. The hotel, with a capacity of 150, is open the year round.

BEDFORD SPRINGS, PENNSYLVANIA.

Bedford Springs, located at Bedford, Pa., ten miles from Hyndman station on the Baltimore & Ohio Railroad, in the Allegheny Mountains, 1,100 feet above tidewater, comprise the Magnesia Spring, the Sulphur Spring, the Pure Spring and the Iron Spring. The mountain air is bracing, the nights are delightful, with no mosquitoes, and malaria is unheard of. It has been patronized as a summer resort for three-quarters of a century, and the attractions of the place are well known.

Celebrated as mineral waters have become all over the world for the cure of disease, there have been none to surpass, and in this country none to equal in virtue, the Bedford Magnesia Spring.

The Sulphur Spring rises on the west side of Shover's Creek, about 200 yards distant from the Magnesia Spring. It is less copious than the others, and the water exhales a very strong odor of sulphureted hydrogen gas. Chemical experiments prove that it holds in solution carbonic acid, sulphureted hydrogen gas, small quantities of lime, magnesia and common salt, and that it contains no iron. The

water is very valuable in the treatment of blood diseases and chronic inflammation.

There are excellent hotel accommodations,



BEDFORD SPRINGS HOTEL

SHENANDOAH VALLEY RESORTS.

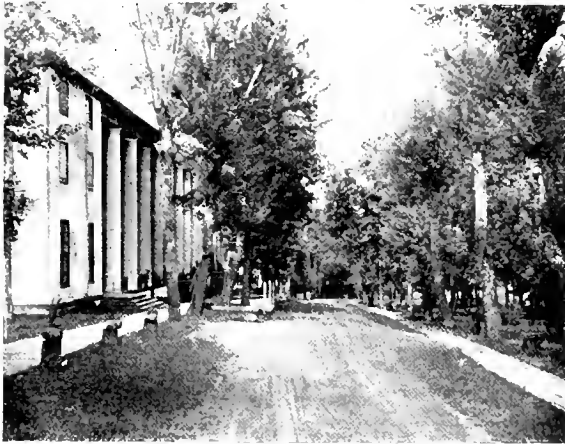
CAPON SPRINGS, WEST VIRGINIA.

SITUATED on the western slope of the Great North Mountain, of the Shenandoah Range, at an elevation of 1,800 feet, Capon Springs offers a most delightful place in the mountains to spend the summer, and is reached via the Baltimore & Ohio Railroad, via Capon, W. Va.

The prevailing west winds, coming as they do from the top of the Alleghenies, give to the air a cool, dry freshness and crispness singularly invigorating and agreeable. Besides being a most attractive summer resort, it is one of the greatest health resorts in this country, and many are the men and women who owe their relief from suffer-

ing, their health and their strength to Capon Springs.

The Capon Spring, which is an alkaline lithia water, is one of the best medicinal mineral, as well as one of the finest table waters in the world. The water gushes forth from the base of a picturesque mass of rock, in an abundant, bold stream—clear, light, sparkling, almost effervescent. There are also two iron springs near by, whose waters are a most excellent tonic. The bathing establishment is perfect in its appointments, and baths can be had of any temperature desired in the water of Capon Spring. A swimming pool is supplied by an ever-running stream of alkaline lithia water.



CAPON SPRINGS, WEST VIRGINIA

JORDAN'S WHITE SULPHUR SPRINGS, VIRGINIA.

Jordan's White Sulphur Springs are situated one and one-half miles from Stephenson station, on the Baltimore & Ohio Railroad, in a most delightful district. The surrounding hills are covered with a luxuriant vegetation, and the climb to the top of almost any one of them is compensated by a series of magnificent views. The resort is a favorite one for families, many of them returning regularly season after season. The main spring, known as the White Sulphur, is in the center of the

grounds, although near by are wells of pure, sweet water free from mineral qualities. The country about Jordan's White Sulphur Springs lies some 500 feet above the level of Harper's Ferry, and therefore the pure air, together with the fragrance of the pines which cover the surrounding hills, is refreshing and healthful. As the name implies, the water is largely impregnated with sulphur and the minerals usually accompanying it.

RAWLEY SPRINGS, VIRGINIA.

Rawley lies in the very heart of the characteristic Shenandoah Valley, high up in the Shenandoah Mountains. It is reached by stage, eleven miles from Harrisonburg.

Chalybeate spring water characterizes the place and makes it one of the famous resorts for which Virginia is noted. It is a restful haven—one of those places where

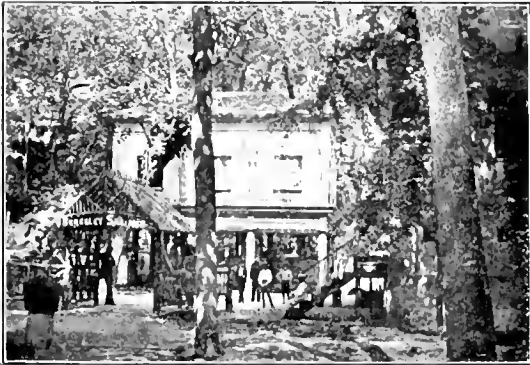
one can get away entirely from the busy world and let Nature's remedies repair the loss from an over-worked body.

Harrisonburg, the railroad terminal, is on the Valley Branch of the Baltimore & Ohio Railroad, via Harper's Ferry.

The main hotel affords accommodations for 125 persons.

BERKELEY SPRINGS, WEST VIRGINIA.

Berkeley Springs is situated on the Berkeley Springs branch of the Baltimore & Ohio Railroad, 100 miles west of Washington and 200 miles east of Pittsburgh, on the eastern slope of the Alleghenies, and is of easy access from all of the larger cities of the country. It is one of the oldest resorts in the country, patronized by the Washingtons, Fairfaxes and other families of historic fame.



BERKELEY SPRINGS, WEST VIRGINIA.

The springs are in an elevated and healthful mountain district, highly picturesque and possessing historic and social associations from the time of Washington to the present day. They have been visited for more than a hundred years by thousands of people in search of health and pleasure. The water is used for both drinking and bathing, and when used as a bath at its natural temperature, 75° Fahrenheit, is most delightful and invigorating. The waters flow from five springs at the rate of 2,000 gallons per minute. The Fairfax Inn, accommodating 200 people, furnishes accommodations at



BERKELEY SPRINGS, WEST VIRGINIA



THE YOUGHIOGHENY RIVER.

extremely reasonable rates. Besides the hotel there are six boarding houses in close proximity to the springs.

OHIO PYLE, PENNSYLVANIA.

There are few places in the mountains combining so many attractions as Ohio Pyle. The hotel grounds are only a few steps from the Baltimore & Ohio Railroad station, and upon a gently rising elevation which forces the Youghiogheny to change its course abruptly to the south. The houses are erected upon a high wooded knoll, which has been cleared for them for some distance around, and converted into a lawn flanked on two sides by a



OHIO PYLE, PENNSYLVANIA.

forest and on another by the river, while the remaining side is walled in by the mountain ridge. The whole body of the Youghiogheny here pitches over the precipice, and to say that it seems to boil with rage, or that it writhes and fumes to a white heat, is to express but feebly the whirling caldron below. On one side of the river the mountains rise to a sheer height of hundreds of feet; on the other a romantic old mill, age-worn and moss-covered, lends a picturesqueness which artists' eyes love to behold.

ATLANTIC CITY IN SUMMER.

BY COURTESY OF "TRAVEL."

AWAY back in the 50's, there was nothing on Absecon Island except a few fishers' huts and here and there a cabin that was used by gunners in the hunting season. There were no streets or avenues, no well-defined road even, running through the myriad of sand dunes and groups of stunted pines and

1854. And since that time people have been coming to Atlantic City. They come in great numbers every year, and there are none who can make a prediction of Atlantic City in another half century.

Atlantic City's founders prophesied a good future for the resort, and built well. But how well they had builded they little knew. How was it possible for them to realize that in fifty short years the then hardly known seaside hamlet would become the resort famed the wide world over? How could it be expected that in fifty short years the hamlet would spring into a city of more than thirty thousand permanent residents? They had faith in their enterprise and believed the place would grow and prosper, but they could not foresee the future.

But among the things with which the new resort was blessed was exceptionally good air and good water. Physicians came down to the new island watering place.

They recognized a peculiarly exhilarating effect from breathing the air, and they began sending their patients here in preference to sending them to other places at greater distances from home.

The result of this increased patronage

cedars which covered the island from inlet to inlet and from thoroughfare to ocean's edge.

But, in spite of these drawbacks, Absecon Island was even then a rendezvous for a number of Philadelphians. True, they were nearly all sportsmen, and came here only in the gunning season. They were obliged to come all the way across the meadows in sailboats, and after their arrival put up with what conveniences they could secure in the hut of some bayman or fisherman.

Yet with it all, railroad men realized, intuitively perhaps, that the little island was a place with a future, and they sent their surveyors over the route between Camden and the island to see what it would cost to build a road here. The estimated cost was so great that the company decided not to undertake the task, but the surveyors saw a future here. They spent weeks here, made surveys, laid out the plan of the city, and on their maps they placed the name "Atlantic City."

This part of their work done, they secured capital and built the railroad which brought the first trainload of passengers here in July,



THE BOARDWALK, ATLANTIC CITY



ATLANTIC CITY. THE BATHING HOUR

was the means of the establishment of "boarding houses." Boarding houses, in turn, grew into cottages with fancy or peculiar names, and in course of a short time cottages grew and were dignified by the name of hotels. Hotels in those days, though, meant a house without bathroom, without hot and cold water in the bedrooms,

and absence of any of the comforts and conveniences which are characteristic of the magnificent hostleries of the present day. The resort was hardly ever visited except in the middle of the summer, and then mostly by business people who wanted to get away on a quiet little vacation.

But in the course of a quarter of a century the town had grown to a considerable extent. With advances and progress along other lines, locomotives were improved. Improvement in this line meant better traveling facilities and a cutting down of running time between various points. Atlantic City was included in this, and with faster trains and more of them many more persons began journeying in this direction.

Atlantic City is sometimes called the "playground of the nation" now, because there are people here from almost every part of the country. And perhaps that name applies as well as any other. There is probably no other place that entertains such a large and varied assortment of humanity as Atlantic City. They come from every direction.

And what attracts so many people?

There is no other resort on the Atlantic or Pacific Coast where there is such good bathing, in the first place, and, in the second, there is no other resort which can be reached so quickly, so handily; none that have such excellent railroad facilities; none that are capable of catering to and caring for such a large number of persons at one time; none that can offer the inducements in the way of comfort and pleasure;

and none other so cosmopolitan. In Atlantic City one may be absolutely alone as much as though buried miles and miles back in the Maine forests. On the other hand, the pleasure-seeker may find as much



YACHT RACE, ATLANTIC CITY.

life and gaiety as in a large city. The happy medium is here, too, for those of that temperament. In fact, Atlantic City has anything the visitor wants.

For fishing and boating there is no place that affords equal opportunities. At the Inlet there is always a fleet of boats ready to take the visitors either to the fishing banks or off for a pleasure sail on the ocean. They can be secured for a nominal fee, and they are all good, safe and strong boats and handled by competent men. Small boats can be secured by those who desire to take a little fishing or crabbing trip in the inside waters.

There is no better bathing beach anywhere. It is flat and level, and is regarded as one of the safest along the New Jersey coast. There is always a force of life guards on duty, and they look after those who may be weak, those unused to ocean bathing and those who show a disposition to be reckless in the water. There are many bathing houses along the beach front, and in the months of July and August there are as many as 80,000 to 100,000 bathers a day. It is a sight that must be seen to be appreciated, and one that is well worth the expense of a trip to the shore.

Perhaps the chief attraction to thousands of the visitors to Atlantic City is the boardwalk. It is a promenade forty feet wide, between Massachusetts and Texas avenues, a distance of about three miles. From Massachusetts



THE INLET, ATLANTIC CITY

Avenue to the Inlet and from Texas Avenue to Jackson Avenue, the walk is twenty feet wide. The promenade over its entire length is a distance of a little more than five miles. It is built upon steel piers, and its wooden deck is the gathering place for persons from every corner of the earth.

There is no other place in the world that can offer the same inducement as the boardwalk. There is no place that is blessed with better air, and Atlantic City's water supply is considered one of the best and purest in the world. The latter comes from the mainland, a distance of more than five miles away, across the meadows. It is pumped from artesian wells there and forced across the meadows to the standpipe in the city.

There are a number of small places adjacent to Atlantic City that can be easily reached and which afford a change for visitors. The drive to the Country Club, the home of the Atlantic City golfers, at Northfield, is an enjoyable one, and the course of the club is said to be the finest in this part of the country and one of the best in the United States. It is here that many Atlantic City visitors put in a great deal of their time, playing the game or sitting in the shade of the clubhouse porch, spinning tales of great games and smoking good cigars.

Atlantic City hotels are large, commodious and well calculated to take care of the visitors. The resort has about nine hundred hotels and boarding houses, and it takes all of them, and many private cottages, to accommodate the quarter of a million and more visitors who come here in the summer.

The resort is constantly growing in popularity and size. The hotel men are a unit in working for the advantage of the place, and they have predicted that this year will be one of the best and most prosperous in the history of Atlantic City.

The time was, and that only a short time ago, when no one gave a thought to the seashore as a resort for pleasure or rest in the winter months. To have announced that one was going to the New Jersey coast to spend a week or two or a month in the cold weather would have been almost tantamount to proclaiming that one was a candidate for an asylum. Yet to-day a visit to Atlantic City is looked upon as a course to be naturally expected in winter.

There is not another place this side of the Florida coast that enjoys such a large number of visitors in the winter as does

Atlantic City. There is not another watering place that has the attractions, the accommodations and the conveniences that are offered in Atlantic City. And, again, there is not another resort which has the same natural advantages.

The winter climate of this resort is not so warm as further south, and yet physicians assert that it is more beneficial. Patients are sent to Atlantic City winter and summer for the general benefit they will derive from breathing in the pure air and drinking the excellent water with which the resort is supplied.

Atlantic City has the dual advantage of the sea air and the pine air. Setting out in the ocean a distance of some five miles or more it is swept by the ocean breezes. The Gulf Stream is only a little more than forty miles off the beach, and the winds which come across this body of water are tempered and warmed before they reach here. On the other hand, when the winds blow from the mainland, they carry with them the balmy and health-giving atmosphere of the great pine belt only a few miles distant, so that people coming to Atlantic City have the sea and the pine air.

The great boardwalk, which stretches along the entire ocean front of the city, proves a great attraction for the winter visitors. There people may promenade and breathe in the fresh air, no matter what the weather. If it be cold, or a combination of cold and storm, they have the advantage of the vestibuled rolling chair. This is a vehicle, the top of which is entirely closed in glass, and the riders can see everything that is going on about them without being exposed to the elements. If the weather is pleasant they ride in open chairs.

Then many of the visitors to the resort spend their leisure hours in the sun parlors of the piers, or in going to the theatres. The resort has a couple of good playhouses in which appear the best attractions sent out on the road.

With its magnificent railroad facilities, Atlantic City affords an ideal place for many of the business men of nearby cities to run down over Sunday, and that they do it in great numbers is shown by the registers of the several hotels.

The Baltimore & Ohio Railroad name special summer excursion rates and also have low-rate excursions from various points during the summer season.

ASBURY PARK, NEW JERSEY.

(Illustrations by courtesy of C. R. R. of N. J.)

THE Forty-fourth Annual Meeting of the National Educational Association, to be held at Asbury Park, July 3 to 7, 1905, promises to be the most successful gathering in the history of the organization.

Like a magic city, with the advent of the summer season Asbury Park becomes one of the most populous municipalities of New Jersey, with a population bordering well toward 75,000.

Asbury Park has a particularly fine location for a summer outing, and the beach front is one of the best on the North Atlantic coast. It is bounded on the north and south by two beautiful fresh-water lakes, that to the north being known as Sunset Lake, which is most irregular in outline, its surface being dotted with many small and picturesque islands. Several

and much has already been done to make the esplanade and boardwalk, which is eighty feet wide, and some three miles in length, a special feature of attraction.



SUNSET LAKE, ASBURY PARK.



ASBURY PARK CASINO FROM OCEAN.

hundred boats compose the livery thereon, and gala events are frequent occurrences. At the south is Wesley Lake, a long, narrow and picturesque body of water separating Asbury Park from its sister city, Ocean Grove, by all odds the most famous camp-meeting city in the country.

The thoroughfares of Asbury Park are not only uncommonly wide, but are very well kept, and the green swards and profuse shade surrounding the residences add materially to the city's attractiveness.

The city has recently taken over the ownership of the beach front

There has recently been built a casino of mammoth proportions on one of the piers extending into the ocean, and reached directly from the boardwalk, and in this amphitheater, under the supervision of the municipal beach commission, is given a series of daily concerts and entertainments by the best and most noted musical organizations and artists in America.

At another point farther up the beach is the new arcade, which can accommodate larger gatherings, and is, like the casino, by day gayly decorated, while at night its electrical display makes the beach front most attractive.

The roads leading to the inland and surrounding country are noted for their picturesqueness, and driving and motoring are popular pastimes. An adequate trolley line brings the nearby towns of Avon, Belmar, Spring Lake,



WESLEY LAKE, ASBURY PARK.

Elberon and Long Branch within easy riding distance of Asbury Park, while a belt line service in the city connects the boardwalk, public halls and business centers with the hotels.

The hotels are comfortable domiciles, with every convenience the tourist may exact and a cuisine which is not surpassed anywhere. There are also innumerable boarding houses, at which very comfortable accommodations may be obtained.

At the smaller boarding houses one may be accommodated for \$5 per week, the more pretentious boarding houses charging from \$10 to \$15 per week; the small hotels furnish very good accommodations for \$15

to \$20 a week, but at the larger hotels prices range from \$5 a day upwards.

Asbury Park is reached by the Baltimore & Ohio Railroad and Central Railroad of New Jersey. Low excursion rates will be named for the convention.

Very elaborate preparations have been made by the municipal authorities for the reception and entertainment of the National Educational Association, and the authorities of Ocean Grove are likewise co-operating, having tendered the use of the mammoth auditorium (with seating room for 10,000) and the numerous subsidiary halls to the Association for their meetings.



SUMMER CROWD ON BOARDWALK

CAPE MAY, NEW JERSEY.

At the southernmost point of New Jersey, at the mouth of the Delaware River, is Cape May, the sister resort of Atlantic City. It is the same distance from Philadelphia as Atlantic City, and differs from the latter inasmuch as there are more cottages owned by private individuals and a much less number of hotels. It is not a cosmopolitan watering-place, but more of a resort of the wealthy class. The bathing beach in many respects surpasses that of Atlantic City, but is not so popular with the multitude. The boardwalk of Cape May is similar to that of

Atlantic City. It is the oldest resort on the Atlantic Coast, and is the most fashionable.

Cape May is reached by the Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway.

OCEAN CITY, NEW JERSEY.

Ocean City lies a few miles south of Atlantic City, and is reached by the Baltimore & Ohio Railroad in connection with the Philadelphia & Reading Railway. While not as popular with the masses as Atlantic City or Cape May, it has a popular representation of the people each season.

BATTLEFIELDS.

GETTYSBURG, PENNSYLVANIA.

THE chief interest of Gettysburg is historic, and this it is that attracts tourists from all parts of the world.

The greatest battle, considered the "high-water mark" of the Civil War, was fought here on the 1st, 2d and 3d of July, 1863, between the National forces under

Round Top and Little Round Top; also Willoughby Run, where Buford's cavalry held A. P. Hill's column in check during two critical hours. The National Cemetery, containing the remains of the Union soldiers who fell in the battle of Gettysburg, occupies about seventeen acres on



GENERAL LEE'S HEADQUARTERS, GETTYSBURG.

General Meade and the Confederate army under General Lee. The principal object of interest, Cemetery Hill, so named from having long been the site of the village cemetery, forms the central and most striking feature at Gettysburg. Here were the Union headquarters, and standing on its

Cemetery Hill adjacent to the village cemetery, and was dedicated with imposing ceremonies and an impressive address by President Lincoln, November 19, 1863. A soldiers' monument, sixty feet high and surmounted by a colossal marble statue of Liberty, dedicated July 4, 1868, occupies



GENERAL MEADE'S HEADQUARTERS, GETTYSBURG.

crest the visitor has the key to the position of the Union forces during those eventful three days of July. Flanking Cemetery Hill on the west, about a mile distant, is Cemetery Ridge, on which were General Lee's headquarters and the bulk of the Confederate forces. Other spots usually visited are Benner's Hill, Culp's Hill,

the crown of the hill. At the base of the pedestal are four buttresses bearing marble statues of War, History, Peace and Plenty. Around the monument in semicircular slopes are arranged the graves of the dead, the space being divided by alleys and pathways into twenty-two sections—one for the regular army, one for the volunteers



THE EMILSBURG ROAD.

of each state represented in the battle, and three for the unknown dead. The number of bodies interred here is 3,564, of which 994 have not been identified. Near the entrance to the cemetery is a bronze statue of Major-General John F. Reynolds, who was killed in the first day's fight. Opposite the cemetery an observatory sixty feet

in diameter, have acquired a wide reputation for their medicinal qualities. They are said to resemble the celebrated Vichy water, and are considered remedial in gout, rheumatism, dyspepsia and affections of the kidneys. The Springs Hotel accommodates the patients who resort here during the summer for treatment.



LITTLE ROUND TOP.

GETTYSBURG.

BIG ROUND TOP.

high has been erected, commanding a fine view. Altogether there are now 348 monuments erected to perpetuate the memory of brave men who fell during the three eventful days. Some of them are magnificent and costly, and all are unique.

One mile west of the borough are the Gettysburg Springs, whose waters, denom-

ANTIETAM, MARYLAND.

This famous battlefield, while not the national park that Gettysburg is, is full of interest. It is easily reached by way of the Baltimore & Ohio Railroad to Keedysville, Maryland.



HIGH WATER MARK, GETTYSBURG.

FRENCH LICK SPRINGS AND WEST BADEN MINERAL SPRINGS, IND.

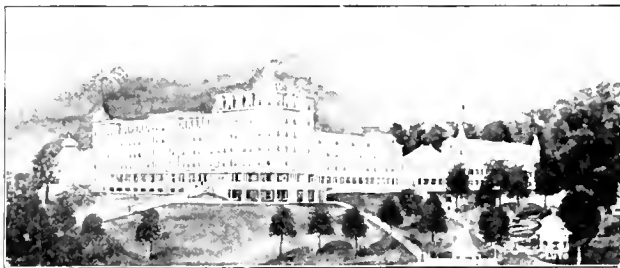
FRENCH LICK SPRINGS.

FRENCH LICK SPRINGS are located in Orange County, Ind., 150 miles from Cincinnati, and are reached by the Baltimore & Ohio Railroad and its connection, the Baltimore & Ohio South-Western Railroad, via Mitchell, Ind.

The springs issue into a valley crescented by the knobs of the Cumberlands, beautifully

and is by far, in virtue of its happy combinations of the elements, the best diuretic known. It is said to be the strongest chalybeate spring yet discovered. It has wonderful effects in cases of Bright's disease. The "Bath" Spring issues heavy alkaline water, rich in sulphur compound. It is bluish black in color and almost opaque.

The new hotel just completed at French



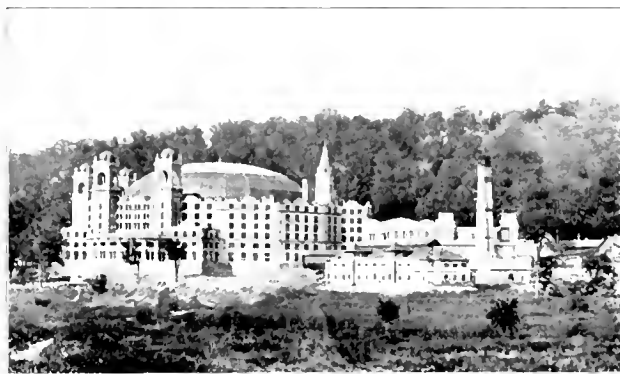
FRENCH LICK SPRINGS, INDIANA

located with unsurpassed views, surrounded by 300 acres of beautifully shaded lawn. The water emerges in gushing springs from a tertiary soil of rocky formation, rich in glauberite, crystals of calcium. It is a clear, colorless water of specific gravity 1020, that bursts with unusual boldness, with a uniform temperature of 55° Fahrenheit during the winter and summer. "Pluto," the largest spring, has an output of eighty gal-

Lick materially increases the capacity for guests. The building is architecturally attractive and furnished in the most complete and elaborate manner.

WEST BADEN MINERAL SPRINGS.

West Baden Springs are known as the "Carlsbad of America," and are but one mile from French Lick, reached by the Baltimore & Ohio and Baltimore & Ohio



WEST BADEN SPRINGS, INDIANA

lons per minute. The water from this spring has a phenomenal record in curing bowel, kidney, stomach and liver affections. "Proserpine," another spring, issues water of medium strength, and is used where only mild treatment is desired. "Bowles Springs," as compared with "Pluto" and "Proserpine," represents the mildest water

South-Western Railroad by way of Mitchell, Ind. There are no waters so favorably known for the cure of inebriation as those found at West Baden. They are an absolute specific for alcoholism in all its forms.

The large hotel is beautifully located and thoroughly up-to-date, containing over 600 rooms.

LAKE RESORTS.

PUT-IN-BAY AND THE ISLANDS OF LAKE ERIE.

PUT-IN-BAY, which claims to be the most important summer resort west of the Allegheny Mountains, is one of the prettiest resorts of the Great Lakes. The island lies about twenty-two miles north of Sandusky, in Lake Erie, whilst close around it are Kelley's Island, Pelee, Middle Bass, Ballast, Gibraltar and many smaller islands, each of which has its distinct individuality.

Put-in-Bay Island is the largest and most attractive of the group. Its magnificent scenery, pure water, bracing atmosphere, entire absence of dew, superb boating, bathing and fishing have made it popular for years. There are five large hotels on the island, and an electric railway, many handsome summer cottages, magnificent bathing beaches with bath houses, toboggan slides, etc. The surrounding islands are so close to Put-in-Bay as to make it the head of a large family of pleasure-seekers. The famous fishing, for which Put-in-Bay and the islands are noted, needs no mention here. The islands are the headquarters for the yachting and canoeing associations of the middle West, and ever enthuse new

thickly wooded, extending out from the mainland east of Sandusky, Ohio, for a distance of several miles, and forms the southern head to Sandusky Bay. Steamers make the trip between Sandusky and Cedar Point every half hour.

LAKESIDE, OHIO.

Lakeside is another Lake Erie resort near Sandusky, and is known as the "Chautau-



BATHING BEACH, CEDAR POINT.

qua" of the lakes. For more than twenty-five years it has attracted, enlightened and entertained its thousands of frequenters. Chautauqua work, kindergarten, summer schools, bathing, fishing and boating all combine to instruct and amuse patrons.

LAKE WAWASEE, INDIANA.

At Wawasee, Ind., on the Chicago Division of the Baltimore & Ohio Railroad, lies Lake Wawasee, or "Turkey Lake," as it was formerly known. This beautiful expanse of water, ten miles in length, lies at an elevation of 900 feet above the level of the sea and about 300 feet higher than Lake Michigan, into which its waters empty. It is the largest of the inland lakes of Indiana, and is one of the most popular summer resorts of Chicago and of many of the larger cities of Indiana, Illinois and Michigan.

It has been many years since "Turkey Lake," as it was then called, was a favorite resort of canoeists and fishermen, who camped on its wild shores and enjoyed the rough life for a fortnight's vacation; but the attractions of this beautiful

little lake were so great that it soon became a resort for families, and hotels and club houses sprang up here and there in place of the old canvas tents. Numerous beautiful private cottages dot its shores, and every season finds additional clubhouses to add to the liveliness of the scene.

There are four hotels at which reasonable rates can be obtained, from \$4.00 per day up, with special rates to parties.



BALTIMORE & OHIO RAILROAD DOCKS, SANDUSKY.

interest to lovers of the aquatic sport. These resorts are reached by the Baltimore & Ohio Railroad to Sandusky, and an excellent line of steamers meets all trains and makes deliveries of passengers to the islands.

CEDAR POINT, OHIO.

Cedar Point, Ohio, is the real "Coney Island" of the middle West. It is located on a narrow, semicircular neck of land,

THE RIVER OF SWANS.

BY HENRY BENDINGER, 1877.

Wee Potomac, 'mid the mountains
Prattling, toddling, like a child;
Nourished by the singing fountains,
Feeding thee with music wild.

Strong Potomac, adolescent,
Rushing recklessly along;
Oh, like youth, where love is present,
Murmuring with a dreamy song.

Grand Potomac, monarch river,
Claiming tribute everywhere
From thy vassals, who deliver,
Willingly, each one his share.

Noble river, onward flowing,
Through rugged pass or quiet glade,
Where the grim old forests growing,
Gloom thy waters with their shade.

Softly flowing—moving only
Where the fertile meadow teems;
Roaring through the mountains loudly,
Where the eagle soars and screams.

Gently now, and calm as maiden
Undisturbed by love—maybe;
Now with wrath and fury laden,
Whirling madly to the sea.

Now thy full, free volume rolling,
Where the village spire ascends;
Now of city bells, the tolling,
With thy after-music blends.

In thine anger calling loudly
To the rocks thy shores upon;
But in silence marching proudly
By the tomb of Washington.

HUMOR AND THE HUMORIST.

"HAIRLOCK HONES."

John W. Raper, until very recently of the Cleveland "Press," one of the Scripps McRae papers, has increased his holdings in Humor bonds 100 per cent, i. e., instead of furnishing laughs for the readers of one paper will furnish them for the readers of ninety-nine others under the same management. Whether this bull movement will have any effect on the joke market remains to be seen. His particular investment was "Americau Detective," series 1905, under the disguise of "The Adventures of Hairlock Hones, as told by Josh Wise," quoted as follows:

THE MAN WITH THE HOE.

Hairlock Hones an' me wuz sittin' in his furnished room one afternoon when he says t' me: "Josh, th' 'lection is over."

Now I knowed Hairlock never took no int'rest in politics, an' natchly I wuz s'prised he knowed th' 'lection had been held.

"Well, Hairlock," says I, "I must say you're too deep fer me. How in thunder did you know that?"

"My dear Wise," says he, "I'm afraid all my efforts t' train you has been in vain. You are continually making mysteries out uv th' simplest things. True, I take no int'rest in politics, still I read th' papers. But," says he quick uz though he wuz afraid I'd think he thought I wuz a fool, "that's not th' only way I got my information. Fer instance, I seen a lot uv old men cleanin' th' street last Monday. From that I deducted th' 'lection day wuz Tuesday. Also, on Tuesday, I looked out th' window an' I seen more carriages th'n usual gome' up an' down th' street, an' there wuz fellers in them th't acted uz though they thought they wuz ridin' in a stone wagon. Those fellers wuz 'lection workers, gettin' their only ride uv th' year. Then again, two fellers with high hats an' striped shirts called at th' house in a carriage nine times between noon and 1 o'clock. Even you, my dear Josh, thick uz you may seem at times, would uv knowed them fellers wuz workers, comin' t' take me t' th' polls.

"Besides all this, I noticed on Wednesday th't th' dirt an' mud th't h'd been scraped up in big piles earlier in th' week had dried out an' had been scattered all over th' streets an' sidewalks.

"Now in a few seconds one uv th' street cleaners'll come in here t' ask me t'—"

Th' ringin' uv th' doorbell interrupted him. "I ask me t' use my influence with Superintendent uv Streets Casey t' keep him at work. Th' Democrats have carried th' city an' this man th't rung th' bell is a Democrat an' wants t' hold onto his job."

Jist then there wuz a knock at th' door an' Hones says, "Come in," an' in walks a man uv ninety or thereabouts.

"Ah, my man," says Hairlock, "gimme your name an' address an' ef I find after investigatin' th't you're deservin' uv my friendship I'll tell Casey t' keep you at work."

Th' man could hardly speak, he wuz so astonished, but he told Hones what he wanted t' know an' in a few seconds wuz on his way t' th' street, mufferin', "Wizard! Wizard!"

"You may think that wuz remarkable, Josh," says Hairlock, "but it wuz easier th'n dodgin' taxes. I seen th' man walk across th' street, carrin' a hoe. Now what man uv his age would be carrin' a hoe if he didn't work in th' street cleanin' gang? Also I seen him lean his hoe against th' buildin', by which I knowed he wuz comin' in.

"Natchly, this man wouldn't be in th' street cleanin' gang if he wuz a Republican, fer Casey is a Democrat. Me an' Casey's great friends, which ev'rybody in town knows. It wuz a foregone conclusion th't this man didn't want me t' find any lost diamonds or stolen bonds. Th' only thing he c'd be wantin' wuz me t' use my influence t' keep him at work. If th' Republicans had won he'd have wrote out his resignation at once instead uv tryin' t' hold his job, which showed me Casey had been elected.

"No, Josh, a case like this is too simple. Have another story."



THE FAKE FISH.

Out in Los Angeles is a fish; where there's a fish there's a story; oftentimes where there's a fish story there's a fib. But in the category of crime the fish prevaricator is exempt.

Now when Mr. S. S. Stinson of the Philadelphia "Record" left the "City of Brotherly Love" and crossed the arid desert, he became inoculated with a disease called "truth," and the disease was not thoroughly diagnosed until he had his picture taken with the great American tarpon of the Pacific Coast; and realizing that 49,999 people before him had done the same thing with the same fish, each declaring it to be his catch, Mr. Stinson decided he would be different from other people and claim first that it wasn't a real fish, and also that he did not catch it. No doubt when the public reads this the circulation of the "Record" will be greatly increased, as it should be under these circumstances.

DENVER POSTSCRIPTS.

James Barton Adams, of the Denver "Post," has long been known as the "cow-boy poet." His acquaintance with cow-boys, cow-girls, Indians, Mexicans, the prairies and the Rockies is entirely real, not ideal. His fund of knowledge and his ability to express it in verse is unlimited, and many of his nature's sermons will outlive him. His daily double column of humor relates to current topics, but nearly always the column is started by a poem which perpetuates life on the plains, as in this:

AU-GU-RI-TA'S VENTURE.

In the eyes of Au-gu-ri-ta,
 Belle of all the reservation,
 Lurked a look 'twould take an expert
 Versed in eye work to determine
 If it were a look of vengeance
 Or a squint of other nature.
 Now her eyes, as dark and lustrous
 As the eyes of waiting tigress,
 Seemed to glow with fires of hatred,
 Or of pent-up expectation,
 We know not if which or 't'other,
 Then they'd melt to eager longing
 With a flash of hope athwart them
 As she peered out from her hiding
 At the form of paleface maiden
 Sitting on an ancient boulder,
 On a forest boulder wearing
 Mountain moss in lieu of whiskers.
 Hard the breath came from the breathworks,
 Of the hidden Indian maiden,
 And into the eyes referred to
 Came a look you might interpret
 As of grim determination,
 Backed by nerve and gall commingled
 That would beat the Banda Rossa,
 As, like serpent more than human,
 Crawled she through the shelf-ring bushes
 Closer, closer to her victim—
 She who sat upon the boulder
 Picking sand-burrs from her stockings,
 Little dreaming of the presence,
 Of the close juxtaposition,
 Or immediate adjacence,
 Of a she hand-painted savage
 Filled with undeclared intentions.
 Onward crept sly Au-gu-ri-ta,
 And she drew forth from its hiding
 In her laundry-famished blanket
 A mysterious—black—something—
 And with steady hand she aimed it
 At the unsuspecting victim
 Sitting on the rock deburring
 Her black silken shapely hosing,
 Pressed the trigger, pressed it quickly;
 A mysterious "click" responding,
 Then the dusky form retreated
 Noiseless as a moving shadow
 With a look of exultation
 In the lustrous eyes we've mentioned.
 She had snapped her little kodak
 On a four girl from Chicago.

"MEBBE."

Out of the West comes another gay Lochinvar—Mr. A. U. Mayfield, of the Denver "Post." Asked to send a spring poem, he unconsciously sent two, and "Mebbe" wasn't the one intended. The other was congealed in the copy tube. But "Mebbe" is all right, and the young man's fancy is perfectly natural, turning to other things than thoughts of love—in fact, the sequence is better.

"MEBBE."

Some sweet day there'll come a time,

Mebbe,

When in the upper tens I'll shine,

Mebbe;

I'll dress me up in latest style,
 With patent tips, kid gloves and tile,
 Then all the girls will on me smile,

Mebbe.

I'm going to own a coach of four,

Mebbe;

Forget that I was ever poor,

Mebbe;

The cash that I am going to get
 Will bring to me no vain regret,
 Three times a day I'll eat, you bet,

Mebbe.

I'll build a mansion on the hill,

Mebbe;

I'll furnish it just fit to kill,

Mebbe;

And then the sweetest girl in town
 Will come to boss the chefs aroun'
 In our stone front of chestnut brown,

Mebbe.

I'll not be stingy with my cash,

Mebbe;

My wife and I will never clash,

Mebbe;

I vow I'll never start a fuss
 Nor rave around like mad and cuss
 Should wifey's mother live with us,

Mebbe.

I'm going to be an ideal man,

Mebbe;

A regular nursery moving van,

Mebbe;

We're going to have at our place
 Babies Lou, John, Harry, Grace—
 In fact, we're going to set the pace,

Mebbe.

I'm always going to be good,

Mebbe;

I wouldn't grumble if I could,

Mebbe;

And when it's time for me to die
 I'll soar away into the sky
 And live with angels up on high,

Mebbe.



Stub Ends of Thought

By ARTHUR G. LEWIS.



How often prejudice cheats us out of the rights of reason, investigation and justice!

SOME men's definition of friendship consists merely of a tool with which imposition can be safely practiced.

It is easier to forgive a pretty woman for doing wrong than to reconcile one's self to an ugly one for being so.

THE humanity of a lie is most ably illustrated when used as a substitute for a painful truth.

It requires extraordinary and unconscious ability to accept good advice gracefully and utilize it without prejudice.

SENTIMENT softens some natures, hurts others, and causes doubt to exist in the hearts of all.

ONE form of genius is that creative talent which finds upon the shore of thought two ideas where only one lived before.

MANY apparent virtues are but vices masked by the motives that produced them.

EVERY man of individual thought and expression must be prepared to receive the scorn that comes with the curse of egotism.

THE ordinary ways of friendship too often lie only in the lighted places of the lives of those for whom it is expressed.

PLAY the manly role in all emergencies of life, even if you do not feel the part.

OUR value in any cause is lost as soon as an earnest interest and enthusiasm is absent from it.

A MAN always loses respect for himself before others suspect his lack of worth or integrity.

SOMETIMES the hearts of children in the breasts of men lead great minds into the paths of simplicity and peace, and point out purer, better ways of life than they have ever known.

IN order to spare ourselves humiliation, it is best to restrict ambition within the circle of our conscious strength.

WHEN a woman loses a man's affection on account of having misplaced it, she generally looks in the wrong direction to recover it.

MEN who permit their sentimental sensibility to control them in the garden of love should for their own happiness content themselves with the flower of friendship.

LET all your manly sympathies out to the simple, unconscious fool who revels in the knowledge that he does not possess.

THE world is often old and senile in its reason when young inquiring minds dare to ask a question.

SELF reliance is not conceit, but its surface appearance is closely related to it.

"THE MIGHT-HAVE-BEEN."

BY ARTHUR G. LEWIS.

Beyond the dearest, sweetest dreams of love,

Apart from every passion and desire,

And separate from any thought or strife,

That may have held us in its tortuous fire,

There comes a memory sacred as the day,

When we repented for our darkest sin,

That holds us fearful, trembling in its sway,

The recognition of what might have been.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 27, 1904.											
EASTWARD											
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 EXCEPT SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	
LV. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.57	-----
LV. BALTIMORE, CAMDEN STATION ..	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51	-----
LV. BALTIMORE, MT. ROYAL STATION ..	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55	-----
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	6.50	8.19	11.45	3.10	6.00	-----
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.52	8.32	-----
AR. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50	-----	-----	8.35	-----
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 27, 1904											
WESTWARD											
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY		
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT		
LV. NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	5.55	6.55	12.10	-----	-----
LV. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15	-----	-----
LV. PHILADELPHIA	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.35	-----	-----
AR. BALTIMORE, MT. ROYAL STATION ..	9.48	12.49	2.43	4.14	6.09	8.16	10.55	11.32	8.00	-----	-----
AR. BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.36	8.05	-----	-----
AR. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.10	12.10	12.31	7.25	-----	-----
	AM	PM	PM	PM	PM	PM	AM	AM	AM		

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD											
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY			
LV. NEW YORK, SOUTH FERRY	9.55 AM	11.55 AM	N 3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM	-----			
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	-----			
LV. PHILADELPHIA	12.30 PM	2.14 PM	† 6.20 PM	8.35 PM	7.40 AM	A 7.40 AM	9.30 PM	-----			
LV. BALTIMORE, MT. ROYAL STATION ..	2.43 PM	4.14 PM	-----	10.55 PM	9.48 AM	8.45 AM	11.32 PM	-----			
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.41 PM	-----			
LV. WASHINGTON	4.05 PM	6.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM	-----			
AR. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----			
AR. PITTSBURG	-----	-----	7.15 AM	-----	7.45 PM	-----	9.00 AM	LV 4.30 PM			
AR. CLEVELAND	-----	-----	12.35 PM	-----	-----	-----	-----	9.50 PM			
AR. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	-----	-----	LV 5.20 PM			
AR. COLUMBUS	-----	8.45 AM	-----	-----	-----	-----	-----	9.20 PM			
AR. CHICAGO	-----	5.30 PM	-----	-----	9.00 AM	-----	-----	7.40 AM			
AR. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----			
AR. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	-----	-----	-----			
AR. LOUISVILLE	11.50 AM	-----	-----	9.30 PM	-----	7.55 AM	-----	-----			
AR. ST. LOUIS	6.00 PM	-----	-----	7.28 AM	-----	1.40 PM	-----	-----			
AR. CHATTANOOGA	6.00 PM	-----	-----	6.25 AM	-----	-----	-----	-----			
AR. MEMPHIS	11.00 PM	-----	-----	8.30 AM	-----	-----	-----	-----			
AR. NEW ORLEANS	10.00 AM	-----	-----	8.00 PM	-----	-----	-----	-----			

A—Train No. 5 makes connection at Cumberland.

Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD											
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY	No. 46 EXPRESS DAILY			
LV. CHICAGO	-----	-----	3.30 PM	10.40 AM	-----	-----	10.30 PM	8.00 PM			
LV. COLUMBUS	-----	-----	-----	7.05 PM	-----	-----	-----	-----			
LV. WHEELING (EASTERN TIME)	-----	5.00 PM	-----	12.25 AM	-----	-----	-----	11.00 AM			
LV. CLEVELAND	-----	-----	10.15 PM	-----	1.00 PM	-----	-----	-----			
LV. PITTSBURG	-----	-----	8.00 AM	-----	9.00 PM	* 6.30 PM	6.30 PM	1.00 PM			
LV. ST. LOUIS	* 8.54 AM	2.05 AM	-----	-----	-----	9.08 PM	-----	-----			
LV. LOUISVILLE	2.10 PM	8.10 AM	-----	-----	-----	2.30 AM	-----	-----			
LV. INDIANAPOLIS	* 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----			
LV. CINCINNATI	* 6.35 PM	12.10 PM	-----	-----	-----	8.10 AM	-----	-----			
LV. NEW ORLEANS	-----	7.05 PM	-----	-----	-----	9.15 AM	-----	-----			
LV. MEMPHIS	-----	6.50 AM	-----	-----	-----	8.40 PM	-----	-----			
LV. CHATTANOOGA	-----	10.40 PM	-----	-----	-----	-----	-----	-----			
LV. DEER PARK HOTEL	-----	-----	-----	-----	-----	-----	-----	-----			
AR. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	2.42 AM	11.05 PM			
AR. BALTIMORE, CAMDEN STATION ..	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	3.47 AM	12.25 AM			
AR. BALTIMORE, MT. ROYAL STATION ..	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	3.55 AM	12.44 AM			
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	6.00 AM	3.10 AM			
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	8.32 AM	5.52 AM			
AR. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	8.35 AM	-----			

Through Pullman Sleepers from all points. * Daily. * Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"

BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512.** Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
- No. 504.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 526. Five Hour Train.** Drawing Room Buffet Parlor Car Washington to New York.
- No. 522.** Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner a la carte, Philadelphia to New York.
- No. 528.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
- No. 502.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
- No. 524. "Royal Limited." Five Hour Train.** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hote, Philadelphia to New York. No extra fare other than regular Pullman charge.
- No. 506.** Drawing Room Parlor Car Washington to New York. Dining Car, table d'hote, Baltimore to New York.
- No. 546.** Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
- No. 517.** Drawing Room Buffet Parlor Car New York to Washington.
- No. 501.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
- No. 507.** Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hote, New York to Baltimore.
- No. 527. Five Hour Train.** Drawing Room Buffet Parlor Car New York to Washington.
- No. 509. "Royal Limited."** Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars, Dining Car, table d'hote, New York to Washington. No extra fare other than regular Pullman charge.
- No. 503.** Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
- No. 511.** Buffet Drawing Room Parlor Cars New York to Washington.
- No. 515.** Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining cars serve all meals. Cafe Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.
- No. 7.** Drawing Room Sleeping Car New York to Chicago via Gratton and Bellidre. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
- No. 9.** Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
- No. 3.** Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
- No. 11. "Pittsburg Limited."** Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.
- No. 5.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Drawing Room Sleeping Car Cleveland to Chicago. Dining Cars serve dinner, supper and breakfast.
- No. 15.** Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Sleeping Car Wheeling to Chicago.
- No. 55.** Drawing Room Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Gratton to Cincinnati.

EASTWARD.

- No. 2.** Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Cafe Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
- No. 4.** Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
- No. 6.** Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
- No. 8.** Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.
- No. 10.** Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
- No. 12. "Duquesne Limited."** Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Gratton.
- No. 14.** Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Drawing Room Sleeping Car Chicago to Cleveland.
- No. 46.** Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore. Parlor Car Pittsburg to Cumberland.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HOSODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W., Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; R. F. BOND, Special Agent; G. W. PAINE, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIKE, OHIO, J. F. SHERIDY, Ticket Agent.
BOSTON, 390 Washington Street, J. P. TAGGART, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent, 1 F. BAEKEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., Wm. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 210 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 22 Michigan Avenue, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street, Tractor Bldg., J. R. SCOTT, District Passenger Agent; C. H. WISEMAN, City Ticket Agent; J. E. BUCHANAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; Wm. BROWN, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BASKHARDT, Agents General, B. & O. S.-W., Apartado 209.
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CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
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KANSAS CITY, MO., Box 251, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELLIN, Ticket Agent.
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WINCHESTER, VA., T. R. FAITON, Ticket Agent.
YOUNGSTOWN, OHIO, JAMES AIKEN, Ticket Agent.
ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT Co., Limited, 23, 24 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
D. B. MARTIN, Manager Passenger Traffic, Baltimore & Ohio R. R., Baltimore, Md.	



Twenty-second International
Christian Endeavor Convention

BALTIMORE

JULY 5 TO 10, 1905

VERY LOW RATES

WILL BE NAMED FROM ALL POINTS

The Baltimore & Ohio Railroad is naturally THE route to Baltimore. Its lines extend from Chicago, St. Louis, Louisville, Cincinnati, Columbus, Cleveland, Akron, Wheeling and Pittsburg from the west, through Washington; and from New York and Philadelphia on the east. Solid vestibuled train service from all points named. Coaches and Pullman equipment the best. Dining car service is not outclassed anywhere.

**An illustrated Christian Endeavor Folder will be ready
for distribution about April 1, 1905**



Albany Burgesses Corps

Albany, N.Y. Mar. 9, 1905.

Mr. C. W. Bassett,

Gen. P.A., B. & O. R. R.,

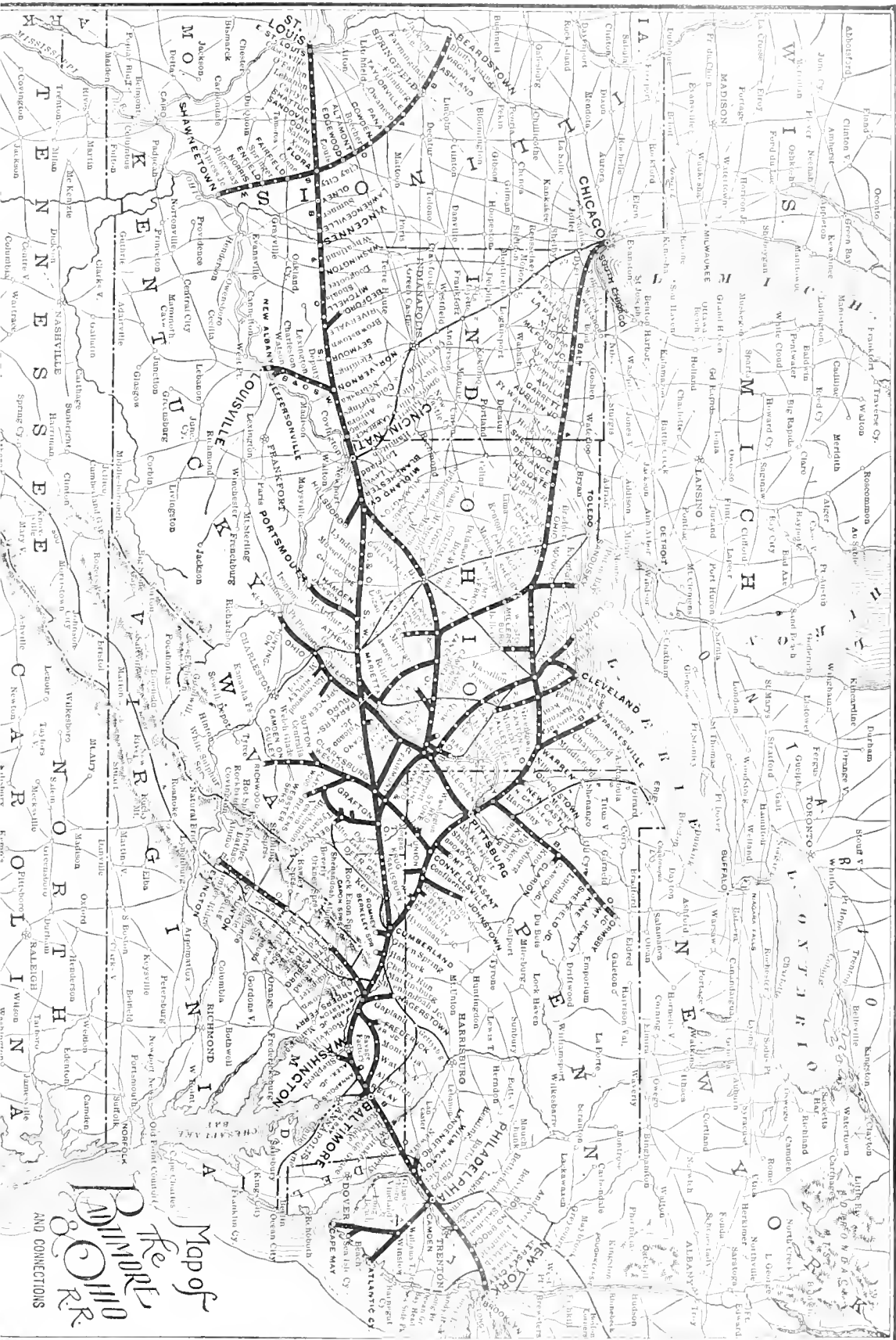
Baltimore, Md.

My dear Sir:-

It is pleasant to be able to write sincere words of commendation and praise to a railroad company that has been so persistently abused as the Baltimore & Ohio. The Albany Burgesses Corps has occasion to make several long distance railroad trips every year and when your route was selected for our recent trip to the Washington inaugural, it was with some little fear of trouble and delay. I desire to take this occasion to say that the run from New York to Baltimore deserves the highest commendation and the run from Baltimore to Washington was only retarded by the extraordinary conditions that prevailed on March 4th. The treatment received from the employes was exceptionally polite and courteous and was so unusual as to attract general comment. We feel that every effort was made by the lines forming your route between New York and Washington to make our trip a pleasant and successful one, and in behalf of my Command, permit me to thank you.

Very cordially yours,

James Smith Woodward
Major and Commandant.



Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1905



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28
29	30	31					29	30	31					29	30	31					29	30	31				
MAY							JUNE							JULY							AUGUST						
1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14	8	9	10	11	12	13	14
15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21	15	16	17	18	19	20	21
22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28	22	23	24	25	26	27	28
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
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29	30	31					29	30	31					29	30	31					29	30	31				

ROYAL BLUE TRAINS

D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



Baltimore & Ohio

Between

and

WASHINGTON

✱ ✱

"The Avenue of least resistance."

There are two routes.

One via Pittsburg and the other via Newark, Ohio.

Shortest route; no change of cars of any kind, either way.

Solid vestibuled express trains with Pullman Drawing-room Sleeping Cars, Observation Cars and Dining Cars.

✱ ✱

Between

Cleveland

and

Washington

Through Pullman Buffet Drawing-room Sleeping Cars, daily.

✱ ✱

Between

Pittsburg

and

Washington

Three solid vestibuled trains each way, daily.

Parlor Observation Cars and Dining Cars in the day time and Pullman Drawing-room Cars at night.

✱ ✱

Three solid vestibuled trains each way, daily.

Pullman Drawing-room Sleeping Cars, wide vestibuled coaches, unexcelled Dining Car service.

No change of cars. Shortest route. Best time.

✱ ✱

THE BALTIMORE & OHIO

Is the natural highway from the West and Northwest to the
Capital of the United States

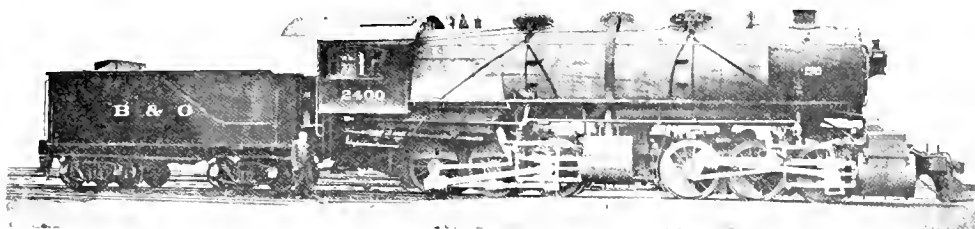


Between

and

Washington

THE PROGRESS MADE IN Three-Quarters of a Century in American Locomotive Building



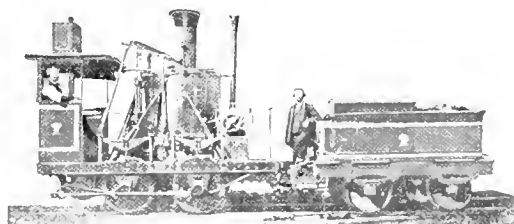
1905

The Mallet Articulated Compound Locomotive, the largest locomotive in the world, built for heavy freight trains of the Baltimore & Ohio Railroad. Weight, 334,000 pounds, without fuel or water.



1903

The Atlantic Type of Passenger Locomotive, used for the Fast Express Train Service of the Baltimore & Ohio Railroad. Weight, 180,000 pounds, without fuel or water.



1831

One of the first locomotives used on the Baltimore & Ohio Railroad for general purposes. Weight, 51,450 pounds.



The
“Royal Limited”

CROSSING THE

Susquehanna River



An exclusively Pullman train, vestibuled throughout, with Buffet Smoking Parlor and Observation Cars and superb Dining Car service. No extra fare other than regular Pullman charge.



Runs every day between New York, Philadelphia, Baltimore and Washington in five hours. Both directions.



It leaves Washington at 3.00 p. m.,
arrives New York at 8.00 p. m.
Leaves New York at 4.00 p. m.,
arrives Washington at 9.00 p. m.

The Royal Blue Line

CENTRAL RAILROAD OF NEW JERSEY
PHILADELPHIA & READING RAILWAY
BALTIMORE & OHIO RAILROAD

FINEST SERIES OF PASSENGER TRAINS IN THE WORLD

SPLENDID ROYAL BLUE LINE COACHES. PULLMAN
DRAWING-ROOM PARLOR AND SLEEPING CARS. UNEX-
CELLED BALTIMORE & OHIO DINING CAR SERVICE

SCHEDULES EASY TO REMEMBER

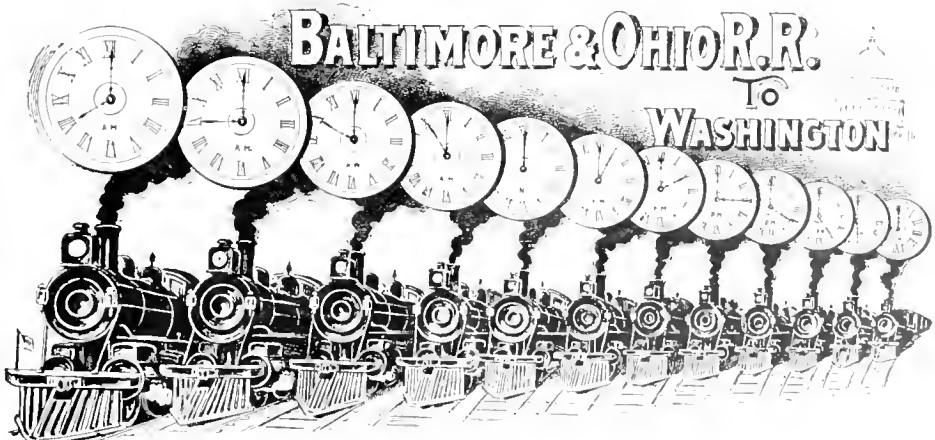
FROM WASHINGTON



"EVERY HOUR ON THE HOUR" FROM WASHINGTON TO BALTIMORE
DAILY, EXCEPT SUNDAY. RETURNING IN LIKE MANNER

"EVERY OTHER HOUR" on the ODD HOUR" to PHILADELPHIA and NEW YORK
ADDITIONAL TRAINS AT 8.00 P. M., 11.30 P. M. AND 2.57 A. M.

FROM NEW YORK



"EVERY HOUR ON THE HOUR" FROM NEW YORK TO PHILADELPHIA
DAILY, EXCEPT SUNDAY. RETURNING IN LIKE MANNER

ADDITIONAL TRAINS FROM NEW YORK AT 7.30 P. M., 12.15 NIGHT AND 4.30 A. M.

"EVERY OTHER HOUR" on the EVEN HOUR" to BALTIMORE and WASHINGTON
ADDITIONAL TRAINS AT 7.00 P. M. AND 12.15 NIGHT

Baltimore & Ohio

TO

National Educational Association



ASBURY PARK

JULY 3-7, 1905

**One Fare to New York Plus \$3.35
FOR THE ROUND TRIP**

FROM POINTS EAST OF OHIO RIVER.

Tickets will be sold from July 1 to July 3 inclu., good returning until July 10, 1905, inclu.

FROM POINTS WEST OF OHIO RIVER.

Tickets will be sold from June 29 to July 2, inclu., good returning until July 10, 1905, inclu.

STOP-OVERS AND EXTENSION OF RETURN LIMIT.

For full details concerning stop-overs at New York, Philadelphia, Baltimore, Washington, Deer Park, Mountain Lake Park and Oakland, and extension of return limit, call on or address the nearest ticket agent of the Baltimore & Ohio Railroad.



**PILGRIMAGE TO
NIAGARA FALLS**

**Imperial Council
A. A. O. N. M. S.**

Tickets on sale June 18 and 19, 1905, from all points on the
Baltimore & Ohio Railroad

One Fare plus \$1.00 For the
Round Trip

Tickets good returning until June 24, 1905, inclusive

**Baltimore & Ohio Railroad
TO
DENVER, COL.**

ACCOUNT

**INTERNATIONAL CONVENTION
EPWORTH LEAGUE**

Tickets on sale June 29th to July 3d, from points east of the
Ohio River, and from June 29th to July 4th, from points west
of the Ohio River, good returning until July 17, 1905, inclusive

VERY LOW RATES

Ask Ticket Agents B. & O. R. R. for Particulars



Messrs. Parker & Thomas and H. D. Hale and Morse, Architects

THE PROPOSED NEW GENERAL OFFICE BUILDING OF THE BALTIMORE & OHIO RAILROAD COMPANY
AT BALTIMORE TO REPLACE THE ONE DESTROYED IN THE GREAT FIRE OF 1904
AND FOR WHICH CONTRACTS HAVE BEEN LET

BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. VIII.

BALTIMORE, MAY, 1905.

No. 8.

DECORATION.

BY EDMUND VANCE COOKE.

Cover them over, roses red,
Cover them over and over.
A deeper color their veins have shed
Than the hue your buds and blossoms spread
On the mounds of grass and clover.

Cover them over, lilies white,
Strewn on the grass and clover.
Paler than you was the Death whose blight
Palsied the arm and smote the sight;
Cover them over and over.

Cover them over, violets blue,
Wreathed in the grass and clover;
Wild little love of the earth, yet you
Symbol the heavens' deepest blue;
Cover them over and over.

Blossoms of red and white and blue
On the mounds of grass and clover;
Colors to which they were stanchly true,
Over the graves of the brave we strew,
Over and over and over.

THE NEW OFFICE BUILDING OF THE BALTIMORE & OHIO RAILROAD COMPANY AT BALTIMORE.

DURING the great fire of Baltimore on February 7, 1904, the handsome office building of the Baltimore & Ohio Railroad Company was consumed. This building, erected in 1888, was the finest structure of its kind in the city, and was of such construction as to be supposedly fire-proof. However, it was demonstrated in the great conflagration that no building made with human hands could be absolutely indestructible.

Within the past ten years, however, architects and builders have constantly improved their methods, and the modern building of to-day, with its steel and concrete superstructure, defies the natural elements to a most remarkable degree.

The executive officers of the Baltimore & Ohio Railroad Company, with most careful consideration, invited a number of great architects to submit plans and specifications on a modern structure, embracing every known improvement in architectural building.

The plans submitted by the successful architects presented a building wonderfully adapted to the needs of a mammoth office building to house the executives and general office employes of a great corporation, and at the same time presented a most beautiful building, which, when completed, will excel anything of its kind in Baltimore or the South.

The new building will cost at least \$1,500,000, and the work will be commenced almost immediately, and it is hoped will be ready for occupancy about July 1, 1906. It will be located at the corner of Baltimore and Charles streets, the dividing streets of the city, and will stand entirely separate from all other buildings, with air and light courts on the north and west sides, with frontages on Charles and Baltimore streets. It will be 198 feet high with thirteen stories, and will be one of the handsomest and finest buildings of its character and size in this country.

A general idea of the exterior of the building may be obtained from the perspective drawing shown as the frontispiece. The plan of the building is in the form of an "H," as this scheme of construction gives the maximum amount of light and air to the interior of the building, and so

arranged to furnish the largest possible amount of window space for the interior offices. It will be of the best fire-proof construction, the lessons drawn from the great fire helping to suggest the best methods.

The first three stories will be of fine granite and the remaining stories of Indiana limestone.

The first story with its high arched windows, as shown in the drawing, gives an idea of the large rotunda and entrance to the building. By reason of the large court space, the entrance on Charles Street afforded an opportunity for a splendid architectural doorway. Above the center of the archway to this entrance allegorical figures will be carved on either side of a globe; and on either side of the arch beautiful bronze lamps will add to the general appearance.

The right-angled corners of the four wings will be cut off or chamfered, which will not only add to the attractiveness of the offices, but will allow window openings above and doorways on the street.

The street floors will be occupied by the local city passenger, ticket and freight offices.

The walls of the first floor will be quite ornamental in character, the lower surface being Pavanazzo white marble.

The Charles Street or main entrance will lead to the main corridor, directly in front of which will be the eight principal elevators. A marble staircase will lead from the corridor to the second story.

The second floor will be occupied by the fourth vice-president and treasurer and treasury department, and could properly be called the "bank" of the building.

The president's and directors' rooms will occupy a portion of the third floor, as will also the second vice-president and the law offices and the library, with large vaults for the official files and records of the company.

The first three floors will be treated in a more decorative way on the interior, as well as the exterior, than the floors above.

The fourth floor will be occupied by the first vice-president in charge of traffic, together with the freight and passenger traffic departments.

The interior decoration of the building can be summed up by simply saying that the first story will be trimmed in marble and the upper stories will be trimmed in mahogany. The entire first floor will be of the best marble with plaster panels on the larger portions of the walled surfaces. The ceilings are to be most carefully designed with plaster casts, and will add greatly to the appearance of the lower lobby. The elevator grills, lamps and other fixtures will be of wrought iron and bronze, which will take their place wonderfully well with the marble composition.

The corridors and rotunda of the first floor will be of rubber tiling. The corridors of the floors above will be of white marble, and the offices of cement, covered with carpet or linoleum.

The woodwork in all offices is to be of mahogany, and the walls will be painted.

The fact that all of the office floors are to be of cement is one of the many points which shows how carefully the problem of fire-proofing has been studied. With scarcely an exception there will be no wood flooring in the building. All doors on the first floor will be of heavy bronze. The interior doors opening to corridors will be of wood covered with copper. This is the best protection against fire; but should such occur it would be confined to the furniture in the room in which it originated.

The exterior windows are to be constructed with metal frames and triple sash, one sash to be glazed with American plate and the other two sashes to be glazed with wire-glass. These two sashes may be drawn down and, with a metal trim inside and outside, will afford perfect protection against fire from the exterior. All floors, walls, etc., will be designed and materials adopted

which will withstand the wear and tear of the greatest extent.

There will be ten elevators, eight for the general public and employees, one freight elevator and one private elevator. All elevators will have a maximum speed of 400 feet per minute, and to be supplied with a safety lift device.

The building will be equipped with a refrigerating plant for cooling water, which will be supplied in every principal room in the building. In addition to this there will be two fountains in the corridors of each floor. The refrigerating plant will also cool water for table use in the various dining-rooms.

A complete system of vacuum cleaning will be used in the building. Each floor is to have a fire-hose connection on swinging fire-hose racks. The first consideration of the architect has been fire protection, and every known means has been taken to protect the building by the use of wire-glass windows, cement floors, metal-covered doors, windows, etc., with practically no woodwork in the building except the furniture. An up-to-date system of fire hose on each floor will also be installed.

Since the great fire the officers of the company have given much time and study to this undertaking. The committee in charge deeming it advisable to have a competition among well-known architects to secure a satisfactory design, competitive designs were submitted early in the winter by twenty-four architectural firms of Baltimore and other cities. Six of these were especially invited and received compensation for their designs. The successful architects were Messrs. Parker & Thomas and H. D. Hale and Morse of Baltimore, Philadelphia, New York and Boston.

IN THE DAY-COACH

A TRUE INCIDENT.

BY STRICKLAND W. GILLILAN.

THE brave, tired-looking woman with sunny hair had been sitting all night in the day-coach. Not but that she would have been eagerly glad to have occupied even an upper berth in the luxurious sleeper, rolling sumptuously and pridefully behind. But there were many other things she could buy for the baby and herself with the enormous amount of money the rental of a berth would require.

Dollars had not always seemed so large to her. Once they had appeared smaller than pennies seemed now, and she had not been compelled to think so often or so seriously of them.

That was before the sunshine had died out of every bit of her except her hair; before that shipwreck on the Alaskan coast, in which (they told her) the father of the baby that now slept soundly in her lap—the baby that he had never seen—had been drowned.

But she had never believed them. And once a year, as often as the anniversary of his departure came around, she had taken their baby and gone back to the little frame house in the little country town, had built up a fire in the little sitting-room stove, prepared their supper and waited for him.

For he had told her, when he went away, that on the earliest possible anniversary of that tearful departure he would come back to her. And she had believed him.

The first year, when baby was but four months old, she had waited all night, the child asleep in a little low rocker by her side, so that he might see it as soon as he came home. But though her heart and her throat ached, and though her eyes could not keep back the tears of loneliness and love-hunger, she had not lost hope. Despite the advice of her people, she stoutly refused to rent the little home, though sorely needing the revenue therefrom, and though she knew her parents could ill afford the support of her and the child.

Now it was the third anniversary and the child felt heavy on her lap, so that anon she shifted her weary knees and put her slender wrists under him for relief.

Dawn was coming. The mother slept dejectedly, leaning against her wadded

cloak placed over an arm of the seat. The baby stirred and cried. Other all-night passengers in the day-coach, frowzy-haired, dull-eyed, cross with their all-night semi-vigil, arose from their folded overcoats and wraps and yawned frowningly in the direction of the fretful child that had cried frequently during the interminable night. The mother awoke and, looking shrinkingly in the direction of the frowns she had seemed to feel, endeavored to hush its murmuring.

A tall, bearded man, passing through the day-coach from the sleeper, saw the baby, sat down in the unoccupied seat behind the mother, and held out his hands, while a hungry look crept into his eyes. The baby reached out his arms and as the mother felt the sturdy form lifted from her lap she half turned to murmur:

"Thank you, sir. While he is a precious burden, he has really grown wonderfully in weight during the past few hours."

Then the man almost dropped the baby. He half rose in his seat, leaned over and looked full in the face of the woman whose voice and profile had seemed suddenly familiar to him. The hunger in his eyes had suddenly deepened a hundred-fold, then it gave way to a glad light and he whispered, hoarsely:

"Millie!"

"Tom!" was the loud cry that resounded through the day-coach, and its note of joy dispelled all the accumulated gloom of that endless night.

"I knew you weren't dead," she babbled. "I knew it, I knew it."

But her voice was pretty much muffled by two big arms, a beard, two lips and a big coat collar. Then quickly she looked up and asked:

"But why didn't you write?"

"I was not where I could write until a little less than a year ago, when I was working on my big bonanza mine, and then I sent you a long, long letter to the old address."

And when the triumphal procession reached the little frame cottage and pushed open the door, there on the sill inside lay as much of the "long, long letter" as the mischievous mice had left.

THE RETORT OF THE RUSSIAN.

BY EDMUND VANCE COOKE.

Said the Russian: "No one ever saw me
In a town with such a name as Be-o-wa-wee,
Bil-ler-i-ca, or Chae-a-hou-la,
Ko-ke-bo-na, or Wal-lu-la,
Which are in that wild America. And look!
Here's O-cheye-dan, Chine-o-teague and Schagh-ti-coke.

Isn't it a mighty lucky thing for us
We have no names like Ag-a-men-ti-eus,
Or Guad-a-lu-pe, Cala.,
Or Choe-co-loc-co, Ala.,
Cheek-to-wa-go, Auch-in-closs, or Al-ex-au-ken,
Cud-de-back-ville, Me-hoop-an-y, or Wee-haw-ken?

If we held An-as-a-gun-ti-cook in Me.,
With the Japs at Met-a-bet-ehou-an in Que.,
I rather think 'twould threaten us
With geographic tetanus!
Or if they were down at Wax-a-hach-ie, Tex.,
And we fell back to Ixe-a-quixt-la, Mex.!

Wouldn't correspondents jeer us with a will,
If we had a town called Ap-to-kis-ie, Ill.?
A Kish-a-co-quil-las, Pa.,
Or a Kinch-e-foo-nee, Ga.,
A Quin-ni-pi-ack, or plain She-tuck-et, Ct.,
A Mich-i-gam-me, Mich., or Queech-ie, Vt.?

D'ye think I'd live in Wa-pa-pel-lo, Mo.,
Wap-wal-lo-pen, Pa., or Wa-pa-ko-ne-ta, O.?
Or Nit-ta-Yu-ma, Wis.,
Or Kron-on-weth-ers, Wis.,
Tough-ken-a-mon, On-on-dog-a,
Squan-na-cook, or Cuy-a-hog-a?

Da-gus-ca-hon-da, Pa., and Quam-bah, Minn.
Rather make a simple-languaged Russian grin.
Yet no doubt they think us dippy
At Bogue-Chit-to, Mississippi,
And conceive our brains as buggy
In Alabama, down in Chun-ne-nug-gee."

RAILWAY ATHLETICS.

"All work and no play makes Jack a dull boy."

THE Baltimore & Ohio Railroad Company, which has its headquarters at Baltimore, Md., has a number of institutions for the benefit of its employes, which, although not intended to be philanthropic, are in a measure a great uplift to its employes.

Notably among these are its Relief Department and its Traveling Library; these institutions have been in existence for many years, and their benefits are available to all employes of the system.

The Baltimore & Ohio Railroad Company has on its pay rolls, in the city of Baltimore alone, about 8,300 employes, and almost immediately on the incorporation of the athletic association, employes flocked to membership, and at the present time over 10 per cent of the above number of employes are on the membership roll of the association.

The purposes of the B. & O. Athletic Association are most worthy, having in contemplation not only the physical, but also



B & O ATHLETIC ASSOCIATION CLUB HOUSE AND GROUNDS.

The Relief Department has steadily grown until it is an institution of great magnitude, embracing savings, loan, insurance and medical features.

From the Traveling Library books are circulated to employes much in the same manner as in other libraries.

A new institution has recently had its beginning. It is known as the B. & O. Athletic Association, an organization of the employes of the railway company, established and incorporated under the laws of the State of Maryland on August 29, 1904.

The mental development of its members. It is not to be considered as exclusively athletic; in fact, its spirit is to permit sociability by furnishing opportunities for the employes of the different departments to become acquainted personally.

On account of their great number, those of one department are often unacquainted with those of another, although they may have frequent occasion to address each other through the mail or over the telephone. It is a commercial axiom that there is less friction and a proportionately greater facility in



VIEW ON WATER FRONT

the accomplishment of results when personal acquaintanceship is a factor in business.

The first step towards the substantial amalgamation was the leasing of suitable grounds for the club houses and play grounds. In this the association was eminently successful in securing twelve acres on the shores of the Patapsco River, opposite the southern end of the city.

These grounds were formerly used as an outing resort and the buildings were very

suitable for the purpose of an athletic association. They were immediately converted and put to use within six weeks, and its first season finds the club thoroughly organized in every department of legitimate sport.

The first floor of one of the buildings is devoted to bowling alleys, and during the past winter there were eight competitive teams for duck pins and six for ten-pins in the indoor league.



R & O ATHLETIC ASSOCIATION CLUB HOUSE GROUNDS. VIEW FROM WATER FRONT



POOL AND BILLIARD ROOM IN CLUB HOUSE.

The upper floor of one of the buildings is devoted to a reading-room, with all periodicals, and a card-room.

Another building is devoted to a gymnasium on the lower floor and billiard and pool room on the upper floor.

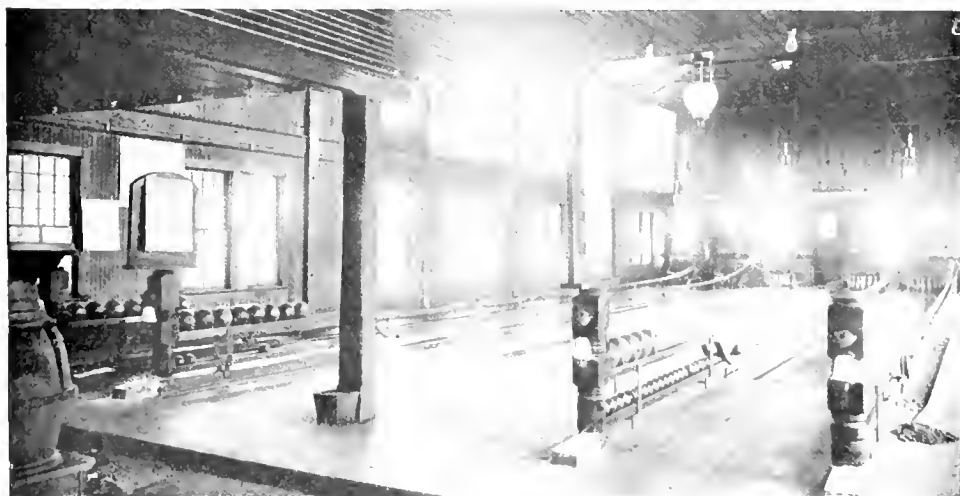
For the outdoor sports the association has the very best baseball and lacrosse fields, with most substantial auditoriums for spectators. There are seven modern scalped tennis courts, and a number of tennis teams for playing local organizations have been formed.

Baseball, the never-tiring national game, naturally has more devotees than any of the other games, the association having ten distinct teams, all of which are remarkably good.

Team No. 1, which is the best, is most appropriately called "The Royal Blue" team.

Team No. 2 is the Suburban team; and the other eight are known as the departmental league.

Although the season has but fairly begun, the "Royal Blue" team has made quite a



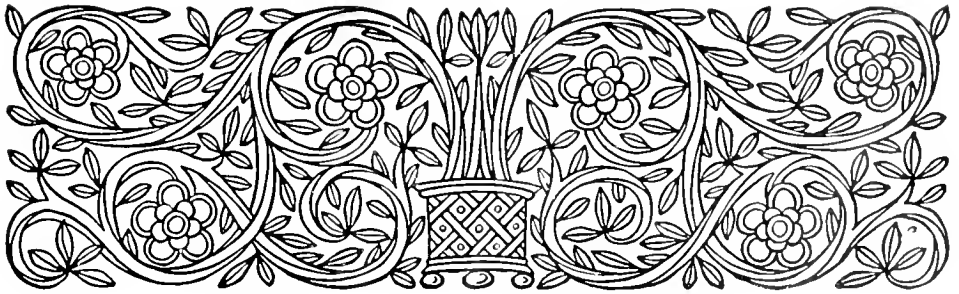
BOWLING ALLEY IN CLUB HOUSE.

reputation for itself in and about Baltimore by winning all of the games it has played, notwithstanding some of the professional ball teams are among the number.

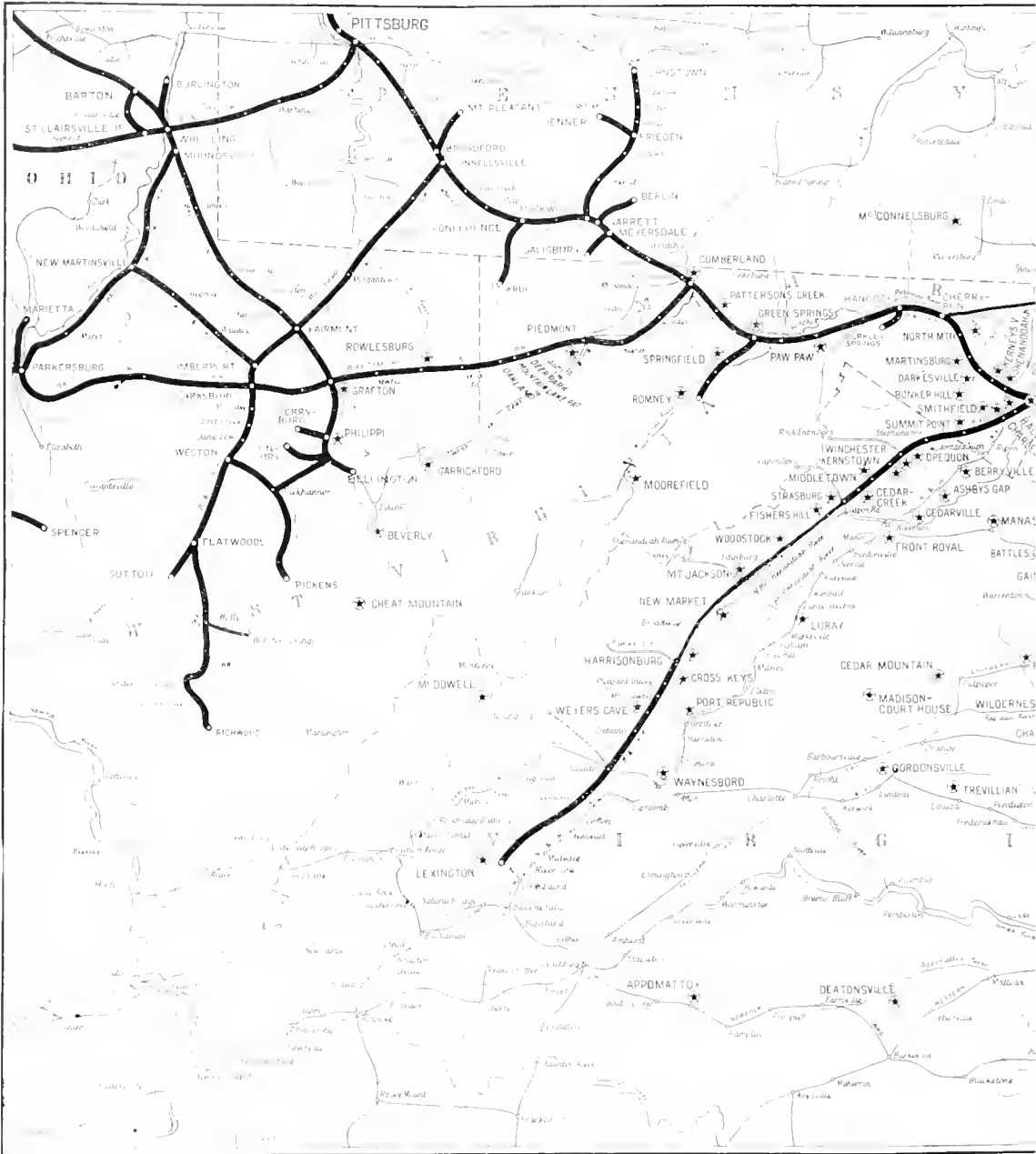
As shown in the illustrations, the clubhouse buildings extend out over the water, and as the Patapsco River empties into the Chesapeake Bay a few miles below the city, unusual possibilities are offered in this particular branch of athletics, and before

the season is advanced much farther it is expected that a full fleet of sail boats, row boats and canoes will have been formed.

The possibilities of the benefits to be derived from an organization of this kind in a great railway corporation can only be surmised; that it will tend to interest the employes in their work, rather than to detract attention from their work, must be conceded.

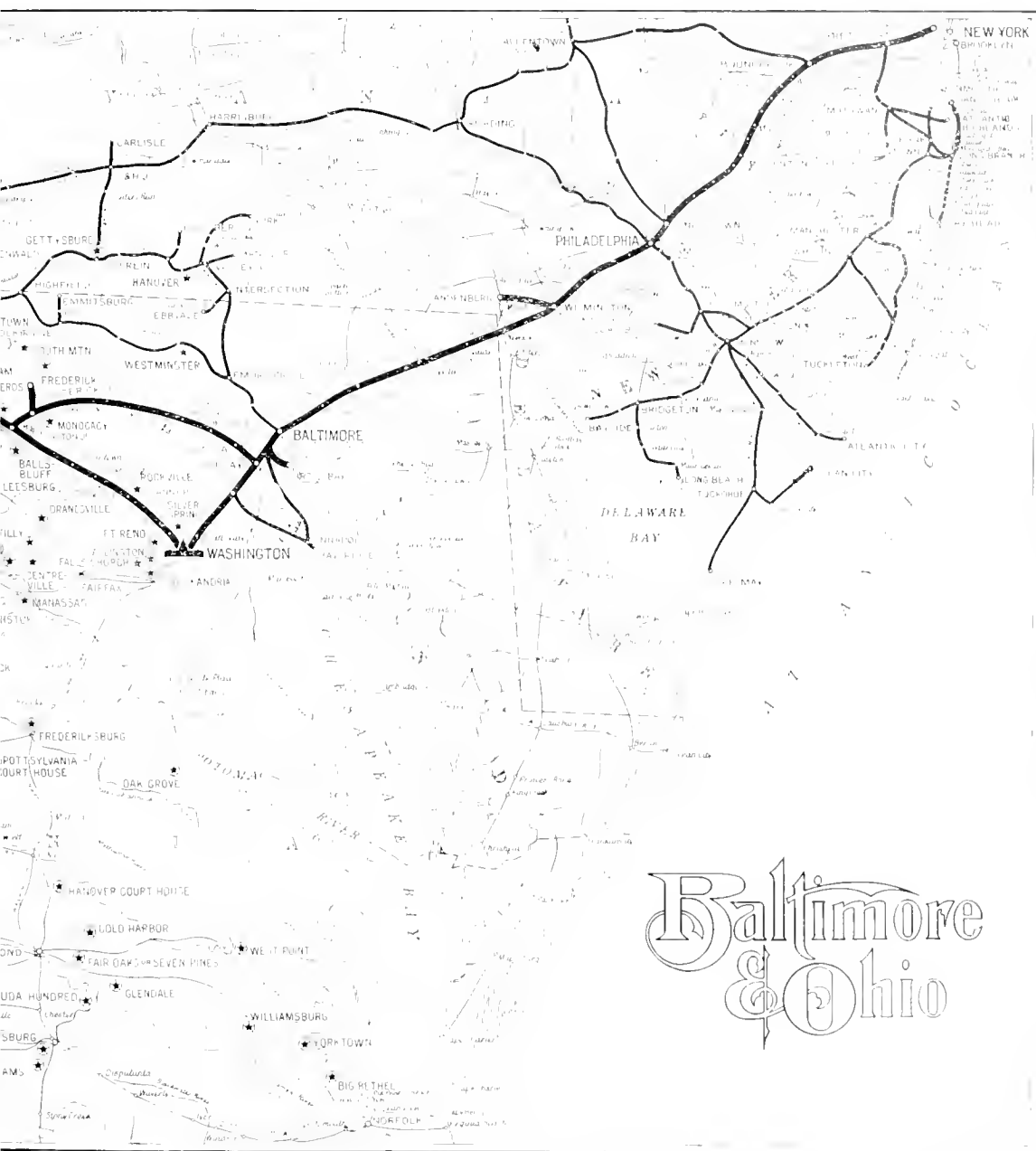


THE EASTERN SECTION OF T



SHOWING THE LOCATIONS OF THE VARIOUS MOUNTAIN AND VIRGINIA, MARYL

BALTIMORE & OHIO RAILROAD.



DE RESORTS AND THE MANY BATTLEFIELDS IN WEST VIRGINIA,
ND PENNSYLVANIA.

SUCH LANGUAGE!

BY ROBT. L. PEMBERTON.

Professor Stumpem, in his class,
Would never let occasion pass
To brag about the English tongue :
And ever thus its praise he sung :

“There is no language that is so
Elastic as the English,
So suitable for high or low,
So musical, so jinglish ;
It answers every call that's made
By poetry or logic ;
Yet every form of word is swayed
By rulings pedagogic.”

Each recitation, it appears,
He dinned this in his pupils' ears,
Until one day they came to class,
And asked him on these points to pass :

“If one should say ‘The teacher taught,’
Then why not say ‘The preacher praught’?
And, if the past of ‘fly’ is ‘flew,’
Why not the past of ‘ery’ be ‘erew’?
If sometimes ‘stink’ becomes a ‘stench,’
Then why not ‘drink’ become a ‘drench’?
And why not ‘wink’ become a ‘wench’?
We may use ‘stunt’ or ‘stint’ or ‘stent,’
Then why not ‘munt’ when ‘mint’ is meant?
If ‘leever’ one may say, or ‘lever,’
Then would not ‘cleever’ be as ‘clever’?
If one may say ‘The stick is stuck,’
Then why not say ‘The liek is luck’?
Or, playing cards, ‘The trick is truck’?”

Whereat Professor Stumpem smiled
Benignly on each earnest child,
And said, “These queries go to show
The truths I have been teaching,
How that the English tongue doth grow,
And how far out ‘tis reaching ;
There's scarce a word you cannot give
A meaning that is double—
Enabling humorists to live
With very little trouble.”

GRUESOME HUMOR.

F. J. YOUNG.

THE obituary column of a daily paper would not at first suggest itself as a place to look for humor, but to the casual reader some of the verses which appear in connection with notices of death, while intended to express grief, and perhaps incidentally show the literary ability of the one whose name is appended, only excite amusement. Many papers keep on hand a stock of rhymes which can be used for almost any occasion, like

You are not forgotten, Mother dear,
Nor ever will you be.

This sometimes appears several times in the same edition, the word "father," "sister," "brother," or some name being used in the place of "mother."

A practice prevails in several localities of inserting "In Memoriam" notices on the anniversary of a death. These are frequently accompanied by a verse or a sentiment, a very common one being

Gone, but not forgotten.

When this refers to one who has been dead for some years it is not inappropriate, but when, as sometimes happens, it is attached to a notice of death occurring the same day, signed "By his loving wife" or "By her bereaved husband," it is rather ludicrous.

Some time since a Baltimore paper contained a very original notice. After giving name, age and time of funeral, this "poem" was attached:

"He heard the angels calling him
From the celestial shore,
He clapped his wings and away he went
To make one angel more."

Equally out of the common is this from a Washington (D. C.) evening paper:

"He had just joined the Pioneer Base Ball Club,
His comrades to enjoy,
But the fatal slide to second base
Caused the death of our dear boy."

The same paper contains some "poetry" that is not easy to understand. This follows announcement of the death and time of funeral:

"Behold that fountain, see it there
Within the window wide,
Four daughters and his wife drew near,
'Thank God,' he said, and died.
(By his wife and four daughters.)"

Of a young man it is said:

"His suffering it was awful
But he stood it all,
But finally was conquered,
Perhaps by his parents' call.
(By his brothers John and Albert
and sister Mary.)"

A bereaved husband whose wife has gone before inserts this:

"In memory of my beloved wife who died three years ago to-day:
She has gone to a land whence none ever return
Again to this world without special permit,
Tho many intended before they left here
No doubt to come back, but they seem to forget."

A widower asks:

"Will she meet me at my coming,
Will she spring to my embrace,
Will she kiss me as she used to,
Will I know her heavenly face?"

A comprehensive, if not very poetic notice, is:

"In remembrance of my dear Son, who died two years ago:
In a beautiful cemetery
Lies my darling Johnnie in his cold and silent grave
God is mighty, he knows best
His will we all obey,
He has taken my darling home to rest
Two years ago to-day,
(By his dear father, mother, sisters
and brother.)"

There seems to be something unexplained about the death of this boy:

"O Robbie, why did you wring my heart,
O Robbie, why did you blast my hopes,
O Robbie, why did you disobey?
Or was it fate?
(By his uncle.)"

A noticeable literary effort, signed "By his parents," follows:

"Where is my loving son to-night,
He ain't around and he isn't in sight.
My boy is silent, the toys and tools are still
He sees no more the moonlight upon the window sill
O, my heart is longing to-night
For the boy who always done me right.
I can't cry nor weep no more."

A bereaved wife says:

"The flowers will bloom in summer
And in winter it will rain,
But the face of my darling husband
I will never see again."

In memory of a young woman who died
two years before appears:

"The giddy world with flattering tongue
Had charmed my soul astray,
And lured my heedless feet to death
Along the flowery way.
(By her mother.)"

Another reads:

"One year ago, dear Rosa,
I laid you in the tomb,
It doesn't seem so long to me since
I heard your sweet voice's tone."

It is hard to understand the feelings that
prompted the foregoing, or the following:

"Dear Birdie, I think of you some
In the dark hours of the night,
We know you are sleeping alone
In your grave which is far out of sight."

but in matters of this kind, as in most
every other, tastes differ—as the old woman
said when she kissed the cow.

AFTER FORTY YEARS.

THE DANGERS OF FOREST FIRES ON FORMER BATTLEFIELDS.

THE recent forest fires in the Alleghany Mountains brought about unexpected and very vivid recollections of war times to the residents of Harper's Ferry. The *Scientific American* in its issue of April 15th commented as follows:

"Forest fires are, under ordinary circumstances, sufficiently dangerous to any one so unlucky as to be caught within their circuit, but the following statement proves that there are certain localities where they may be attended with unsuspected peril. Some days ago, says an exchange, the woods in the mountains known as Loudon Heights, opposite Harper's Ferry, took fire and burned with great intensity. After burning for some time a series of explosions were heard which startled the inhabitants, and the concussion was so great that it broke windows in some houses in Harper's Ferry, across the Shenandoah. The explosions were caused by the bursting of shells which were thrown on the heights at the time when General Mills surrendered to Stonewall Jackson in 1862. These had failed to explode when they were fired, and had remained there for more than forty years."

Harper's Ferry was the first and most desirable point of vantage coveted by both

the Federal and Confederate armies. In May, 1861, the four Federal advance columns concentrated at Parkersburg, W. Va., Wheeling, W. Va., Harper's Ferry, W. Va., and at Washington. To retain the advantage, the Federal government established block houses along the railroad from the Monocacy to the Ohio River, besides forts at Winchester, Harper's Ferry, Cumberland, Piedmont and New Creek (Keyser). The B. & O. was the base of operations for the Federal army for nearly four years and from which the Government could not take advance line earlier than November, 1864. The B. & O. was the means of communication between the West and the Army of the Potomac, and was consequently in a continual state of siege. Harper's Ferry, the key to the Shenandoah Valley, first famed through the fanatical attempt of John Brown, in defying the laws and customs of his country, was captured or recaptured eight times in three years. The Government arsenal and armories, which were located there, were destroyed by the Government to prevent their capture. ONE HUNDRED AND SEVENTY-NINE BATTLES OF GREATER OR LESS IMPORTANCE WERE FOUGHT ON OR ADJACENT TO THE BALTIMORE & OHIO RAILROAD, not taking into consideration the innumerable skirmishes.

HUMOR AND THE HUMORIST.

THE BELLS OF SLUMBERTOWN.

Mr. Victor A. Hermann, who lives in Baltimore, is not on the regular paid staff of any of the daily newspapers, but his verses appear everywhere and are welcomed everywhere by the newspapers and magazines as well. The "Bells of Slumbertown," which first appeared in the Chicago "News," has been copied universally.

THE BELLS OF SLUMBERTOWN.

When I was just a little tad
Grandmother always said
That tiny tots should be quite glad
To hurry off to bed,
For if they'd press the pillow down
And listen still and long
They'd hear the Bells of Slumbertown
Go:
Ding-a-long! Ding-a-long!

Then off I'd run with nodding head
Up through the dark old house
And, creeping 'neath the snowy spread,
I'd lie still as a mouse,
And, sure enough, I'd seem to hear
The beating of a gong;
And then another, sweet and clear,
Go:
Ding-a-long! Ding-a-long!

And as I listened to the chimes
I seemed to drift away
And roam in strange and misty chimes
Where elf men were at play;
Where nuts and sweets came tumbling down,
And all was play and song,
While soft the bells of Slumbertown
Rang:
Ding-a-long! Ding-a-long!

I've thought in many an after year
That I could hear the chimes
Of Slumbertown ring sweet and clear,
Just as in olden times,
But when I'd list the second time
I knew that I was wrong,
No more I'll hear the dreamy chime
Go:
Ding-a-long! Ding-a-long!

STUB ENDS OF THOUGHT AND HEART VERSE.

It is seldom one finds so much of practical value and so great a measure of entertainment within the covers of a single volume as is contained in "Stub Ends of Thought and Heart Verse," by Arthur G. Lewis, one of the South's most brilliant writers. It is a handsomely printed and beautifully bound volume, containing clear-cut, terse thought and philosophic expression of ideas, yet with a gentle, sympathetic feeling for all humanity. Jerome K. Jerome, in speaking of the writer, once said: "He is a thorough student of human nature, possessing the brain of a giant and the heart of a child." Mr. Lewis has conducted his special page in the Book or the Royal Bute for several years with apparently an endless store of philosophy.

A LONG MOMENT OF INDECISION.



Nick: "I think I'll wait until I hear from Rojestvensky before I mail this."

Jack Chandlee is one of the youngest of the cartoonists and hails from Baltimore.

THE RISE AND SHINE SERIES OF BEST BOOKS FOR BOYS.

Roy L. McCardell of the New York "World" loves to write books for boys—boys past the first Osler period. Sometimes the "World" prints them and part of the world reads them. There are three or four chapters in the following story which should have been omitted, but McCardell has to be known to be fully appreciated.

CLAUDE, THE COMMUTER; OR, SIDETRACKED IN THE SUBURES.

CHAPTER I.

The shades of night were falling fast, as through a Jersey village passed a youth who bore—

One sugar-cured ham
Two pounds of tenpenny nails,
A lawn mower
A bottle of chili tonic,
A box of quinine pills,
A sprinkling can,
Six pounds of sugar,
Ten pounds of roast beef,
Three of the best-selling books of the week
All the evening papers,
One bottle of antidote for hook worm
Two pounds of tea,
One package of edible breakfast food
Fifty feet of hose, "Rubber"
One potted plant. Ditto!

It was Claude Carriekfergus, the Child Commuter, who staggered under the load he carried. And then, too, the road was full of jagged rocks.

He was seasonably attired in a pepper and salt suit.

CHAPTER II.

Richard Rich was.

He was so wealthy that he could have afforded to live in New York, but he was a fresh-air fiend, and an acquaintance of his, who was so poor that he owned property in New Jersey, convinced him

the ozone zone is any man's own who owns his own home, and thus did the villainous real estate agent sell Richard Rich a lot of land on which he erected a mansion.

He became a noted man in East Malaria, for that was the name of this delightful suburban town, and at the Nose and Grindstone Club he was pointed out to strangers as "The Man Without a Mortgage."

Richard Rich had been raised on a farm; later in life he became the head of the Cattle Trust, and what he did not know about watering stock was not worth knowing.

Richard Rich had always been a hustler. From the first day he began a business career he had been a hustler. He was always on time at the office, and from the beginning of the business day until its close he rushed up and down stairs in his shirt sleeves too busy to do any work.

He was a hustler.

In seventeen years he never took a vacation.

He knew better.

At the end of that time he was made manager of the Cattle Trust and was separated from the common herd by a private office with an ante-room.

Once in his private office he was too busy to see anybody that called. When, on one occasion, a kind old uncle who had befriended him as a boy called on him, Richard Rich kept his uncle waiting in the ante-room, just the same, relatively speaking.

The habits of a life-time still clung to him.

He arose early and rushed for the train.

Alighting from the train he rushed for the ferryboat. Landed in New York, he rushed for his office. If the elevator did not start at once he rushed up stairs and into his private office, where he would slam his desk open, put his feet upon it and sit there till noon, wondering what would be nice to have for luncheon.

CHAPTER III.

The Widow Carrickfergus was plump and pretty. Her husband had been an actor and all her wedded life she had supported him.

Upon the death of her husband she was surprised to learn that he had been a property man as well as an actor, for he had invested part of his earnings with his stock company in a stock farm near East Malaria.

Here she raised vegetables and live stock, including her boy Claude.

At the time we write Claude was twelve years of age, but was so small that he was known in the neighborhood as "The Widow's Mite."

He was an industrious lad, and some two years before, resolving to acquire polish, he had learned shoe blacking by mail, and shortly afterwards he established himself in that profession in New York, and thus set a shining example for others.

He was deservedly successful from the start, although after completing his correspondence course he found that he must brush up by actual experience; but, as we have said, he was successful.

It was even whispered that he had his box at the opera and the horse show as well.

Richard Rich had passed the Widow Carrickfergus's cottage many times. He had always been interested in live stock, and many a time he had been heard to say: "I saw the pretty little widow climbing the fence of her pasture to-day. She may well be proud of the calves she raised."

* * * * *

Claude approached the house singing a quaint old suburban song, the burden of which was, "If I had a bundle of money, I'd carry on dreadful, you bet!"

With all the experience he had had in the way of toting things, it was no work for him to carry the tune. He was surprised to note that although it was rapidly getting dark no light gleamed from the window for him.

As he drew nearer the hum of low voices reached his ears. In the gloaming he could make out the forms of Richard Rich and his mother, close friends already, sitting on the top stair of the little porch. "Ha," thought the Child Commuter, "I've a step-father, I see!"

But constant riding in the smokers of accommodations and local expresses had him too well trained to interfere in others' games of hearts.

* * * * *

Two weeks later the widow married the rich Mr. Rich and they all moved to New York and lived happy ever after, and Claude only remembers as the shadow of a dim, drear dream the joyless journeys to Jersey, when he was SIDE-TRACKED IN THE SUBURBS!

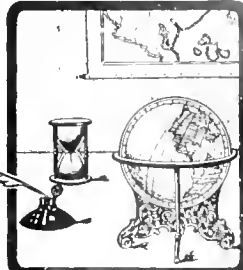
[THE END.]





Stub Ends of Thought

By ARTHUR G. LEWIS.



HE is a genius who can lead the way out from the shadows into light again, or turn with gentle grace the sigh of despair into the smile of faith, hope and effort.

SMALL minds bend beneath the cross of disappointment, but great ones merely use failure as a shield with which to renew their battle for success.

It is seldom more than a contemptuous jealousy that a woman feels for the love that a man has for himself.

THE envy and prejudice of little people find it difficult to gracefully admit the superiority and success of a course which their ignorance had stamped with failure.

It is a dangerous practice for women to play with love, especially if they are half in earnest about it.

BEWARE of the man or woman who finds it necessary to constantly impress you with their sincerity.

THERE is no religion so near to God as that represented by our faith in those we love.

If experience could be purchased, there are but few who would invest with confidence in the commodity.

THE non-platonic part of life's menu consists only of the tabasco that adds zest to the more substantial features of the bill.

TRUE courage is regulated by the amount of fear we feel and don't yield to.

MAN'S manliness is most clearly defined by his attitude and gentleness toward woman.

ANY man who will accept advice has always the advantage over the one that gives it.

MANY rules that antagonize nature are generally regarded by society as necessary social requirements.

How different all the world appears when viewed through the rose-colored glasses of love, hope and faith!

WHEN a great man dies the light of his knowledge and worth lives in the lives of others so long as the philosophy he taught remains unchallenged in the hearts of men.

Down in the heart of earnest love alone lives the pure, unselfish side of unselfishness.

THE average person adopts the easiest course in life, and then endeavors to reconcile his conscience into the belief that it is the best way.

If a woman reigns as queen in a man's heart, she should also live as such in all parts of his life and before the entire world.

Morning confession too often creates a condition unexpected and unsatisfactory to both the confessor and the penitent.

"SOMETIMES."

BY ARTHUR G. LEWIS

Sometimes the trend of truth is breathed
In the jesting guise of a lie,
And often a smile of joy concealed
In the heart-felt pain of a sigh.
Sometimes the curtain of light is drawn
By the act of our unwise hand,
Not that we willfully would not see,
But failed to understand.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (101 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

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BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE NOV. 27, 1904.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.57
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.10	6.00
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.52	8.32
Ar. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50			8.35
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 27, 1904										
WESTWARD										
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY	
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT	
Lv. NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	5.55	8.55	12.10	
Lv. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	9.00	12.15	
Lv. PHILADELPHIA	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.35	
Ar. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.43	4.14	6.09	8.18	10.55	11.32	6.00	
Ar. BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.36	6.05	
Ar. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.10	12.10	12.31	7.25	
	AM	PM	PM	PM	PM	PM	PM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
Lv. NEW YORK, SOUTH FERRY	9.55 AM	11.55 AM	N 3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	
Lv. PHILADELPHIA	12.30 PM	2.14 PM	† 6.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM	
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.14 PM		10.55 PM	9.48 AM	8.45 AM	11.32 PM	
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.41 PM	
Ar. WASHINGTON	4.05 PM	5.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM	
Ar. DEER PARK HOTEL								Lv. 4.30 PM
Ar. PITTSBURG			7.15 AM	12.35 PM	7.45 PM		9.00 AM	9.50 PM
Ar. CLEVELAND		5.35 AM						Lv. 5.20 PM
Ar. WHEELING (EASTERN TIME)		8.45 AM						9.20 PM
Ar. COLUMBUS		5.30 PM						7.40 AM
Ar. OHIOAGO	8.05 AM			5.35 PM	9.00 AM	2.35 AM		
Ar. CINCINNATI	11.45 AM			10.35 PM				
Ar. INDIANAPOLIS	11.50 AM			9.30 PM	7.55 AM			
Ar. LOUISVILLE	6.00 PM			7.28 AM	1.40 PM			
Ar. ST. LOUIS	6.00 PM			6.25 AM				
Ar. OHATTANOOGA	11.00 PM			8.30 AM				
Ar. MEMPHIS	10.00 AM			8.00 PM				
Ar. NEW ORLEANS								

A—Train No. 5 makes connection nt Cumberland.

Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY	No. 46 EXPRESS DAILY
Lv. CHICAGO			3.30 PM	10.40 AM			10.30 PM	6.00 PM
Lv. COLUMBUS				7.05 PM				
Lv. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM				11.00 AM
Lv. CLEVELAND			10.15 PM		1.00 PM			
Lv. PITTSBURG			8.00 PM		9.00 PM			
Lv. ST. LOUIS	* 8.54 AM	2.05 AM				6.30 PM	6.30 PM	1.00 PM
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.08 PM		
Lv. INDIANAPOLIS	† 2.45 PM	8.05 AM				2.30 AM		
Lv. CINCINNATI	* 6.35 PM	12.10 PM				8.10 AM		
Lv. NEW ORLEANS		7.05 PM				9.15 AM		
Lv. MEMPHIS		6.50 AM				8.40 PM		
Lv. OHATTANOOGA		10.40 PM						
Ar. DEER PARK HOTEL								
Ar. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	2.42 AM	11.05 PM
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	3.47 AM	12.25 AM
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	8.05 PM	1.59 PM	8.00 AM	3.55 AM	3.55 AM	12.44 AM
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	6.00 AM	3.10 AM
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	8.32 AM	5.52 AM
Ar. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	8.35 AM	

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

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- No. 522.** Drawing Room Parlor Car Washington to New York. Dining Car, serves dinner a la carte, Philadelphia to New York.
- No. 528.** Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
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Reduced Fares Authorized
FOR
Summer Season, 1905.



ATLANTIC CITY AND SEASHORE.

Special low-rate excursions from all points east of the Ohio River on
June 22, July 6 and 20 and August 3, 17 and 31.

ASBURY PARK, N. J.

National Educational Association, July 3-7.

BALTIMORE, MD.

International Convention Christian Endeavor, July 5-10.

BUFFALO, N. Y.

B. P. O. Elks, Grand Lodge, July 11-15.

DENVER, COL.

Epworth League, July 5-9.

DENVER, COL.

G. A. R. Encampment, September 4-7.

NIAGARA FALLS.

Imperial Council, Ancient Order of Mystic Shrine, June 20-21.

INDIANAPOLIS, IND.

Gymnastic Union and Festival, June 21-25.

LOS ANGELES, CAL.

Knights of Columbus, June 5-12.

PHILADELPHIA, PA.

Sovereign Grand Lodge, I. O. O. F., September 16-23.

PORTLAND, ORE.

Lewis and Clark Centennial Exposition, June 1 to October 15.
National American Woman's Suffrage Association, June 29 to July 5.
American Library Association, July 2-7.
American Medical Association, July 11-14.

SAN FRANCISCO, CAL.

Boards and Missions of Christian Church, August 17-24.



WASHINGTON.



WASHINGTON is in many respects the most interesting city in America. It is the favorite place of pilgrimage for thousands of intelligent tourists, who are attracted from all parts of the world by the beauty of its streets and parks, the architectural proportions of its massive and many public buildings, the numerous statues and hundreds of other objects that interest the traveler.

The subject of having a territory under the exclusive jurisdiction of Congress was one of the first to receive the attention of the legislators of the new Republic, and the establishment of a permanent seat of government, two years after the form of government was adopted by the nation, was one of the most important acts of Congress in the early stages of the country's existence.

The Continental Congress opened its first session in Philadelphia, September 5, 1774, but on account of the advance made by the British army, and other causes later on, it was compelled to keep up a peripatetic existence, moving from Philadelphia to Baltimore, thence back to Philadelphia to Princeton, N. J., Annapolis, Md., Trenton, N. J., and New York, where it continued its place of meeting until the adoption of the Constitution of the United States in 1788.

The struggle for the location of the national capital began in the Continental Congress, and was only abandoned there to give place to graver matters which required the attention of that body, and to avoid the local irritation raised by the subject, then thought to be a serious question to the life of the new Republic.

In the first Federal Congress the matter was again made the subject of serious

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Baltimore & Ohio



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SPLENDID VESTIBULED TRAIN
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FROM

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Cincinnati, Columbus
Cleveland, Pittsburgh
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ATLANTIC CITY



THE BEACH AT ATLANTIC CITY

SPECIAL EXCURSIONS

AT

VERY LOW RATES

JUNE 22
JULY 6 and 20
AUGUST 3, 17 and 31
1905

TICKETS GOOD 16 DAYS
INCLUDING DATE OF SALE

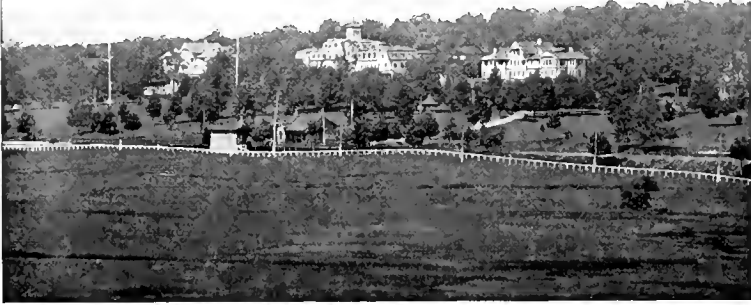
FROM

POINTS EAST OF OHIO RIVER

SEASHORE RESORTS

Deer Park Hotel

DEER PARK, MARYLAND



Most Delightful Summer Resort of the Alleghanies

This famous Alleghany Mountain hostelry will open on June 24th. The twelve cottages have been renovated and painted, inside and out. Two of the choicest can be secured if application is made at once. Many suites of rooms have been engaged in the hotel.

The popularity of this resort is due to its splendid location, 2,800 feet above the sea level, out of range of malaria and mosquitoes. Every convenience is provided for guests. Delightful rooms and an excellent cuisine. The hotel is provided with all modern improvements for comfort; and bowling alleys, billiard rooms, tennis courts, golf links, swimming pools, etc., for amusement. An entirely new livery equipment has been installed.

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W. E. BURWELL, Manager,

Address Camden Station, Baltimore, until
June 1st; afterward
Deer Park, Garrett County, Md.



**Twenty-second International
Christian Endeavor Convention
BALTIMORE
JULY 5 TO 10, 1905**

VERY LOW RATES

Excursion Tickets will be Sold from all Points

EAST OF THE OHIO RIVER.

One fare plus fifty (50) cents for the round trip from Philadelphia, Pa., Hagerstown, Md., Summit Point, W. Va., Martinsburg, W. Va., and intermediate points, except that from Washington, D. C., the fare will be \$1.60.

Tickets good going July 4, 5 and 6, valid for return passage to and including July 15, 1905.

One fare plus \$1.00 for the round trip from all other points. **TICKETS MUST BE DEPOSITED WITH JOINT AGENT ON ARRIVAL.**

Tickets good going July 3, 4 and 5, valid for return not earlier than July 5 nor later than July 15, 1905.

WEST OF THE OHIO RIVER.

One fare plus \$1.00 for the round trip, tickets to be deposited with Joint Agent, Baltimore, on arrival.

Tickets good going July 2, 3 and 4 and valid for return not earlier than July 5 nor later than July 15, 1905.

EXTENSION OF RETURN LIMIT.

Extension of return limit to leave Baltimore, Md., to and including August 31, 1905, may be obtained on tickets sold at points east of Philadelphia, Pa., south of Summit Point, W. Va., and west of Martinsburg, W. Va., upon payment of fee of \$1.00 to Joint Agent at Baltimore, Md., at time tickets are withdrawn from deposit.

STOP-OVERS.

On notice to conductor and deposit of ticket with depot ticket agent **IMMEDIATELY UPON ARRIVAL**, stop-over will be allowed on **GOING TRIP**, at Oakland, Md., Mountain Lake Park, Md., Deer Park, Md., Washington, D. C., and Philadelphia, provided, however, tickets are used through to Baltimore, Md., not later than July 5, 1905.

On notice to conductor and deposit of ticket with depot ticket agent **IMMEDIATELY UPON ARRIVAL**, stop-over will be allowed on **RETURN TRIP** at Philadelphia, Pa., Washington, D. C., Deer Park, Md., Mountain Lake Park, Md., and Oakland, Md., for a period of ten (10) days, not to exceed final limit of July 15, 1905, on tickets which have not been extended by Joint Agent at Baltimore, Md., or August 31, on tickets which have been extended by Joint Agent at Baltimore, Md.

Send 2-cent stamp for illustrated folder giving all details of convention.

C. W. BASSETT, General Passenger Agent, Baltimore, or **B. N. AUSTIN**, General Passenger Agent, Chicago, Ill.
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& Ohio R.R.**

**THE
AVENUE
OF LEAST
RESISTANCE**

PITTSBURG

**SHORTEST
ROUTE
NO CHANGE
OF CARS**

WASHINGTON





Map of
the
Railroad
AND CONNECTIONS

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1905



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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							29	30	31								31						

ROYAL BLUE TRAINS

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MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B.N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
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ROYAL BLUE



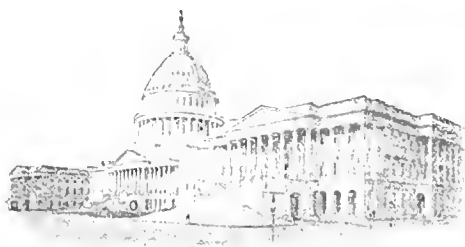
Baltimore & Ohio

Between

Chicago

and

Washington



Between

St. Louis

Louisville

Cincinnati

and

Washington

WASHINGTON

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There are two routes.

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Shortest route; no change of cars of any kind, either way.

Solid vestibuled express trains with Pullman Drawing-room Sleeping Cars, Observation Cars and Dining Cars.

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Through Pullman Buffet Drawing-room Sleeping Cars, daily.

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Pullman Drawing-room Sleeping Cars, wide vestibuled coaches, unexcelled Dining Car service.

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THE BALTIMORE & OHIO

Is the natural highway from the West and Northwest to the
Capital of the United States

GUIDE TO WASHINGTON

Published by the Passenger Department of the
BALTIMORE & OHIO RAILROAD



FRONT



BACK

The guide is artistic and practical. All places of interest are fully illustrated. The covers are engraved and printed from steel plate by John A. Lowell & Co., Boston.

The portrait of Washington is taken from the original by Stuart, owned by the Boston Art Museum.

Copies of the guide can be obtained from all principal ticket agents for ten (10) cents per copy, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps.
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TO

National Educational Association



ASBURY PARK

JULY 3-7, 1905

**One Fare to New York Plus \$3.35
FOR THE ROUND TRIP**

FROM POINTS EAST OF OHIO RIVER.

Tickets will be sold from July 1 to July 3 inclu., good returning until July 10, 1905, inclu.

FROM POINTS WEST OF OHIO RIVER.

Tickets will be sold from June 29 to July 2, inclu., good returning until July 10, 1905, inclu.

STOP-OVERS AND EXTENSION OF RETURN LIMIT.

For full details concerning stop-overs at New York, Philadelphia, Baltimore, Washington, Deer Park, Mountain Lake Park and Oakland, and extension of return limit, call on or address the nearest ticket agent of the Baltimore & Ohio Railroad.

Deer Park Hotel

DEER PARK, MARYLAND



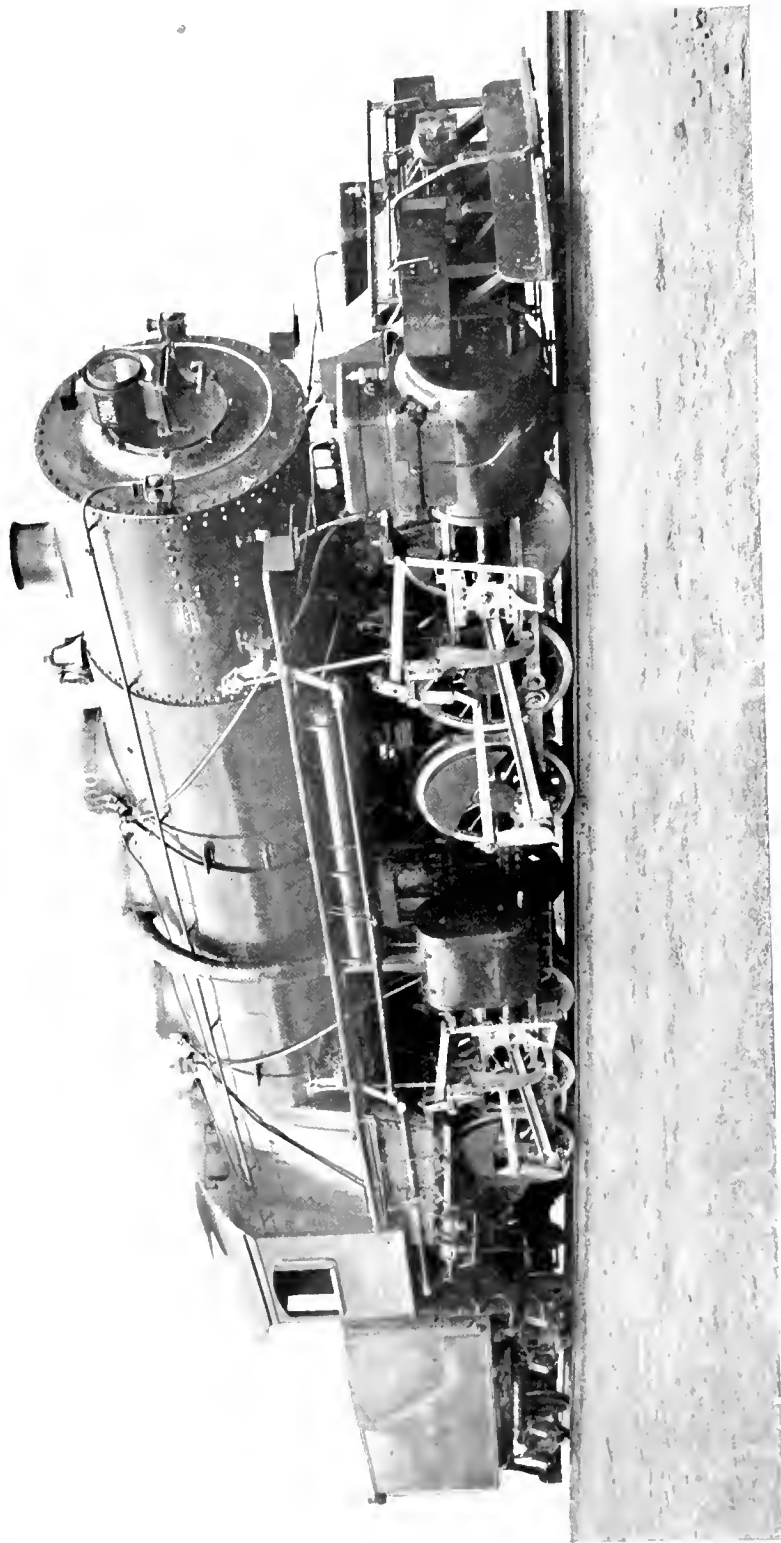
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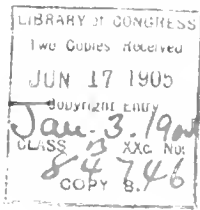
Most conveniently reached by through vestibuled trains with Pullman cars via the Baltimore & Ohio Railroad from Chicago, St. Louis, Cincinnati, Louisville, Columbus, Cleveland, Pittsburg, Wheeling, Washington, Baltimore, Philadelphia and New York.

W. E. BURWELL, Manager,
Deer Park, Garrett County, Md.



THE LARGEST LOCOMOTIVE IN THE WORLD

(See opposite page)



BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. VIII.

BALTIMORE, JUNE, 1905.

No. 9.

THE LARGEST LOCOMOTIVE IN THE WORLD.

THE MALLET ARTICULATED COMPOUND LOCOMOTIVE, IN SERVICE ON THE
BALTIMORE & OHIO RAILROAD.

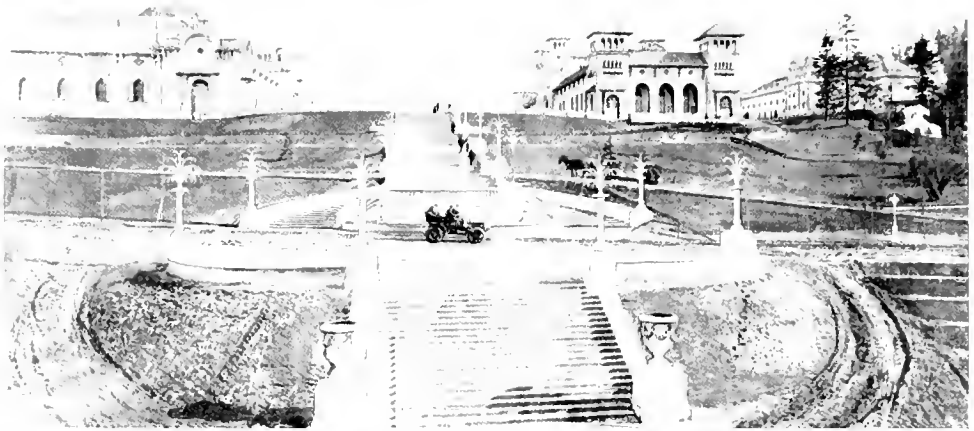
THE monster locomotive shown on the opposite page is the largest in the world and the only one of its kind in the United States. It was built for the Baltimore & Ohio Railroad, and after being exhibited at the World's Fair, St. Louis, was placed on the Connellsville Division for heavy freight service on the mountain grades.

It has six pairs of drivers, or twelve driving wheels, each 57 inches in diameter, in two groups. The entire weight of the engine, 334,500 pounds, rests on the drivers, thus giving the latter immense traction strength.

An unusual feature of the locomotive is the arrangement of its cylinders, which are of both low and high pressure. The latter drive the rear group of drivers. They measure 20 x 32 inches, and have piston valves. The low-pressure cylinders, which drive the forward group of drivers, are 32 x 32 inches, and have slide valves. The steam distribution in both high and low pressure cylinders is controlled by one reach rod operated from the cab. The reverse lever is moved by compressed air, also controlled in the cab. The high-pressure steam pipes are 5 inches, inside diameter, and pass down from the steam dome on the outside of the engine to the high-pressure valve chests. The exhaust from the high-

pressure cylinder, on each side, passes forward through an outside pipe to the low-pressure cylinder. This pipe is made up of a series of short sections fitted together by ground joints. At each end of the pipe is a ball joint, in order to give flexibility to the pipe when the engine is on a curve. For this reason, as well as from the manner in which the frame of the front group of drivers is hinged to the rear frame, just in front of the high pressure cylinders, the engine is said to be "articulated" like a backbone, thus doing away with the rigidity that ordinarily characterizes a locomotive, especially one of the English type, calculated to run on straight tracks.

The boiler of the big engine is unusually large. The total heating surface is about 5,586 square feet, of which 5,336 square feet are in the 436 tubes in the boiler; each tube is 21 feet long and 2 $\frac{1}{4}$ inches in diameter. The heating surface in the firebox is more than 249 square feet. The grate area is 72.2 feet. The working steam pressure of the boiler is 235 pounds. The piston stroke is 32 inches. The height of the smokestack from the track is 15 feet. The engine's tender has a coal capacity of 15 tons and a water capacity of 7,000 gallons. When loaded the tender weighs 145,000 pounds, making a total weight, engine and tender, of 479,500 pounds.



GRAND STAIRWAY

THE LEWIS AND CLARK CENTENNIAL EXPOSITION.

THE far West will celebrate a most important anniversary with the opening of the Lewis and Clark Centennial in June. This celebration is the one hundredth anniversary of the exploration of the Oregon country by an expedition commanded by Captains Meriwether Lewis and William Clark, and planned by President Jefferson. The Oregon country, which comprised what are now the states of Oregon, Washington, Idaho and parts of Montana and Wyoming, was the only acquisition of territory made by the United States through discovery.

The exploration of Lewis and Clark gave the United States a coast line on the Pacific Ocean and added a vast and rich territory to the national domain. It was one of the direct causes of the acquisition of California, and the subsequent acquisitions of Alaska, Hawaii, Guam and the Philippines are related to it. The sentiment which inspired the people of the Pacific Northwest in the preparation of the exposition is, therefore, one in which every American must share. It celebrates the centennial of the peaceful acquisition of a wilderness that has yielded up its riches generously as a reward for the unceasing toil of the pioneer and home-builder. Where the savage dwelt a few decades ago are now the cultivated farms and the flourishing cities of a progressive people.

The Lewis and Clark Centennial is the first international exposition under the patronage of the United States Government ever held west of the Rocky Mountains.

Although not so large as some former expositions, it is still a world's fair in every sense, and, unlike its predecessors, it combines with its broad scope the idea of compactness without crowding in the laying out of its buildings.

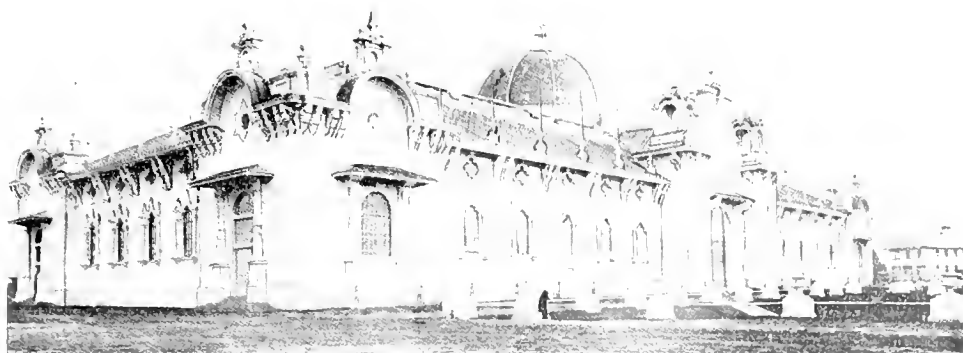
Promptly on June 1st, and in a finished condition, the big fair will open its doors, complete in every detail, and will be continued for the short period of four and one-half months.

The exposition occupies 406 acres of the most beautiful site ever utilized for such a purpose. A natural lake, 220 acres in extent, takes the place of the grand basins of former fairs, and there is no need here to build papier-mache mountains as scenic accessories.

Situated as it is at the base of the low range of hills surrounding Portland, with an unobstructed view of sixty-five miles, which embraces four snow-capped mountain peaks, the fair site presents a picture entirely original in exposition building.

The total outlay for the exposition is \$5,000,000. That is equal to \$10 for every man, woman and child living within the boundaries of the state of Oregon. The legislature, in the fall of 1903, appropriated \$150,000 for the enterprise, a sum which meant at that time \$1 for every resident of the state. The city of Portland, which now has a population of about 110,000, raised by the sale of stock \$150,000, when the city's population did not exceed 100,000.

Almost every nation is represented in the exposition by a comprehensive display,



AGRICULTURAL BUILDING

and the best of the exhibits which foreign countries sent to St. Louis have been transferred to Portland and have been supplemented by new features. The United States exhibit represents an outlay of \$800,000, and is confined to five buildings.

The Navy Department shows a live exhibit of a fleet of cruisers and battleships anchored in the Willamette River. Visitors may inspect the fighting ships, and daily drills will be given on board. Fifteen states are officially represented, and twelve of them have erected handsome buildings.

In Chicago one took the Midway. In St. Louis one went down the Pike. Visitors to Portland will hit the Trail when they travel along the street of concessions to take in the side-shows.

A hundred yards or so back of the entrance gates a beautiful peristyle of Ionic columns, surmounted by an attractive balustrade, composes the first attractive features of the exposition. Emblazoned on the curve of the colonnade are the words: "Westward the Course of Empire Takes Its Way." The colonnade is artistic and substantial.

Just back of the colonnade, in Pacific Court, Frederic Remington's famous cowboys, in the group called "Shooting up the Town," challenge the visitor. Beyond them is Columbia Court, the central feature of the fair. Columbia Court comprises the space between two of the principal exhibit palaces, the Agricultural Building and the European Exhibits Building, and in the center of it are beautiful sunken gardens, the central feature of which is the statue of Sacajawea, the Indian heroine, which will be unveiled on June 17th, Sacajawea day. A railing, surmounted by urns bearing tropical plants, surrounds the sunken gar-

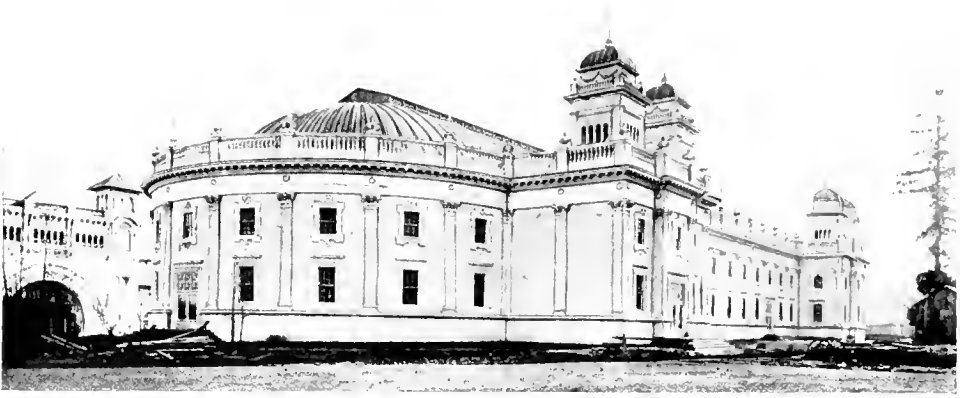
dens. In the gardens a profusion of tropical vegetation already flourishes between the winding walks, while at either end play fountains of fantastic design.

A glance into either of the flanking exhibit palaces reveals long rows of booths, many of them completed, with exhibits attractively arranged, and the others well under way. In the Agricultural Building, the central feature, a creation in grasses and grains, arranged to form a lofty pedestal, is surmounted by an heroic figure representing Ceres, goddess of agriculture.

Columbus Court ends in Lakeview Terrace, which crowns an elevation at the top of a slope leading from the shore of Guild's Lake, the surpassing water feature of the Western World's Fair, which is in striking contrast with the miniature lagoons of other expositions. Guild's Lake is a natural "grand basin," of which 220 acres are inclosed within the exposition fence.

From Lakeview Terrace the spectator may drink in the grandeur of a scene in which the works of man and the works of God contend for supremacy in a contest in which each has enhanced the charms of the other. Before the visitor the placid waters of the lake reflect the water grasses, and a peninsula, green and smiling, projects from the opposite shore.

Beyond the lake a narrow strip of land separates it from the Willamette River and in the distance rise four mountain peaks. Mount Hood, Mount Adams, Mount Rainier and Mount St. Helens, lofty sentinels, with hoary heads. To the left of the spectator the foothills of the Cascade Range, their sides still covered with the virgin forest through which Lewis and Clark hewed their way to the Pacific, reach down to the very edge of the lake.



EUROPEAN AND ORIENTAL BUILDING.

This view, which was a compelling factor when the people of Portland were trying to decide where to put their fair, remains as it was, except that the landscape gardeners have cleared the slope of underbrush and fallen timber and covered it with grass, greener than the grass to which Eastern folk are accustomed, and have dotted it with thousands of rosebushes, which, already budded, will blossom in a riot of color on the opening day. A broad flight of steps, known as the Grand Stairway, now takes the place of the cowpath that led to the lake shore from the crest of the hill, and at the foot of the stairway is a music shell, where concerts will be given daily and where, on the opening day, orators will tell of the exposition and the Northwest to the thousands who will occupy the natural amphitheater.

On the slope to the right in the eastern part of the grounds, stand the state buildings of New York, Idaho, Illinois and Utah; a charming Hungarian Inn, which houses Hungary's exhibits at the fair; and a log building erected by the Portland Young Woman's Christian Association as a resting place for women. The buildings are all finished, but in some of them the installation of exhibits is not yet completed. On the right-hand slope there are only green lawns, but at the foot of it, on the water's edge, a cluster of show buildings forms the outcrop from the Trail, the exposition's amusement street.

A broad board walk, with iron banisters, surmounted by statuary and groups of electric lights, known as the Lake Shore Esplanade, composes another unique feature of the exposition. The walk runs roughly parallel with the shore from fence to fence,

a distance of nearly a mile, ending in the group of state buildings to the east and the American Inn, the exposition's inside hostelry, to the west. The Lake Shore Esplanade intersects the Trail and the Bridge of Nations, which, half a mile long, connects the mainland with the peninsula.

The journey to and from Portland is one of endless interest and the excursion tickets placed on sale provide opportunity to see the wonders of the far West.

Portland offers many side-trips, which embrace some of the finest scenery in the world. In a few hours one may sleep at Cloud Cap Inn, a hostelry on one side of Mount Hood, which is 11,225 feet above the sea level and forty-six miles from Portland, and in the morning climb the snow peak in true Switzerland style. Three hours by rail finds us at the Pacific Coast, which abounds in unrivaled beaches and places of historic interest. Up the Columbia River, through Columbia Gorge and the Dalles, is a trip worth the journey across the continent, and the scenery once seen will never be forgotten. Other points of interest which may be visited at small cost are: Crater Lake, in Southern Oregon; Vancouver, for many years the chief post of the Hudson's Bay Company; site of old Fort Clatsop, the quarters of Lewis and Clark during their winter's stay in Oregon a hundred years ago; Yaquina Bay, the greatest shellfish beach short of the coast of Spain; Willamette Falls, Multnomah Falls, Onenta Gorge, Cascade Locks, and Astoria, the first town settled in the Oregon country. These side-trips may be taken by rail, trolley or steamer, and every facility for the comfort of travelers this summer has been provided.

TO THE LAUGH-MAKERS.

STRICKLAND W. GILLMAN.

If you want the World to love you with a love that brings you coin,
 Make it laugh;
If you'd have the race of Adam in your praises loudly join,
 Make it laugh.
 Make it laugh, laugh, laugh
 At your ribaldry and chaff
 Make it giggle till it's silly;
 Make it laugh!

If you'd have yourself declared of all philanthropists the prince,
 Make us laugh;
Memorize the quips of Noah and the minstrel sallies since—
 Make us laugh;
 Make us howl, howl, howl
 While you're solemn as an owl—
 Make us chortle till we're silly;
 Make us laugh!

If you'd have the World forbid you e'er be serious again,
 Make it laugh;
If you'd lose your right to sympathy in sorrow or in pain,
 Make it laugh.
 Make the World's sides shake
 Though your own heart bleed and ache—
 Make folks roar, you hireling jester,
 Make 'em laugh!

Still, if you would land in heaven when this earthly stunt is o'er,
 Make us laugh;
If you'd twang a golden zither on the jewel-studded shore,
 Make us laugh.
 Make us smile, smile, smile
 All the horror-haunted while—
 Make us grin away our troubles;
 Make us laugh!

ADMIRAL JOHN PAUL JONES.

THE NAVAL HERO OF THE REVOLUTION.

"I have not begun to fight."

THE finding of the body of Admiral John Paul Jones in Paris, where it had lain for more than a century, has awakened unusual national interest. For more than six years General Horace Porter, the United States ambassador to France, associated with Colonel Bailly-Blanchard, second secretary of the embassy, had conducted the researches which were made under the auspices of the "Sons of the American Revolution." Their efforts were rewarded in April by the recovery of the body in the old St. Louis Cemetery, where Protestants of foreign birth were buried. This cemetery lies near the St. Louis Hospital in the Rue Grange aux Belles, in the northeast quarter of the city.

When satisfactory clues were obtained as to the probable location of the body, no definite spot was known and much excavating was occasioned from the first of February until about the middle of April, when the lead coffin was recovered. The body was found to be in a good state of preservation. The limbs were covered with tinfoil, the body wrapped in a sheet and packed with hay and straw. Every means of identification was employed and the body proven, beyond peradventure, that of the first American admiral.

The wrapping of the limbs in tinfoil and the great care exercised in packing it, would seem to affirm the contents of a letter written by one of his pall-bearers, a Colonel Blackden, which stated, "His body was put in a leaden coffin in case the United States, which he has so essentially served, and with so much honor, should claim his remains, they might be more easily removed."

After a careful examination had been made, the original leaden casket was placed

in a new leaden casket, and encased in a handsome oak casket, and then deposited in a vault in the American Church in Paris, until it is decided what steps will be taken for bringing the body to America, which will probably be in June.

Many opinions were vouchsafed as to the proper depository for the final resting place of the famous admiral, but it was eminently fitting that the chapel of the new Naval Academy at Annapolis was chosen by the President to be so honored.

The plans for the chapel of the Naval Academy, approaching completion, provide for a cruciform domical building, having a seating capacity of 1,300. The general plan is in the form of a Greek cross, with a large circle inscribed. The inside diameter of the rotunda is eighty-three feet and four inches and its height is 112 feet. The external width of the building is 124 feet and its length is the same; the total height is 200 feet. The



ADMIRAL JOHN PAUL JONES.

nave, transepts and choir are connected with the rotunda by four great arches—forty-one feet eight inches wide and fifty-eight feet high. There is a large organ loft at the end of the nave above the main entrance vestibule and low galleries in each of the transepts. Besides the main entrance at the end of the nave, there are four lateral entrances at the base of the rotunda, above each of which is a large window. There are also very large windows in each transept end and one in the sanctuary above the altar. Twenty-four semicircular windows in the drum give light to the upper part of the rotunda, and besides these there is a large eye in the top of the vault under the rotunda.

The crypt occupies the entire space below the main floor of the rotunda. It is a circular vaulted apartment, whose dia-

meter is eighty-three feet, and its height is eighteen feet. The crypt is entirely unobstructed, save for the heavy columns which support the vaulting. It has entrances from the outside, approached by short flights of steps, and also from the main vestibule of the chapel by means of two stairways.

This chapel will be historic. It will seat more people than old Trinity Church, at the head of Wall Street, in New York City. The object for which the upper part of the chapel was designed is purely ecclesiastic, but beneath it is a crypt built especially for the purpose of perpetuating great names in American naval history and of commemorating the great sacrifices made and the great deeds performed when our navy was less renowned than it is to-day. The building completed will represent an expenditure by the Government of perhaps \$15,000,000, of which sum Congress has already arranged for the laying out of \$10,000,000.

The following tribute to "Paul Jones" was through the New York *Herald*, by Admiral George Dewey:

"John Paul Jones was unquestionably a genius. What has been learned in recent years of his life and character shows us a man far above the ordinary, not only in his services as a naval officer, where his fame is brightest, but in his powerful mentality, his ability as a diplomat, as a writer, and his achievements as a patriot.

"His letter on the necessity for general and special education of American naval officers was far in advance of his time. It was written when captains of merchantmen were relied upon to command the naval forces. They did not fulfill the requirements of even that day, and it was John Paul Jones who clearly realized that a naval officer should be familiar with international law as well as navigation; that he should be a linguist as well as a man of courage, and that, above all, he should have a trained and broad mind. Jones' idea of what a naval officer should be is the standard of to-day. This is shown by the fact that his letter is now put forth as one reason why his body should be buried at the United States Naval Academy at Annapolis, which was established for the precise purpose he urged.

"Jones never knew when he was whipped. There is something of a genius in that, I think. Nelson was unquestionable a genius. He never knew when he was

whipped, and the British people worship him to this day, despite that story that Wellington one day at the Horse Guards engaged in conversation with a man then unknown to him, who, he declared, 'talked like a fool,' only to learn the man was Nelson.

"By all the laws and rules John Paul Jones' ship, the *Bonhomme Richard*, a rotten old East Indiaman, was beaten when Pearson, commander of the British man-of-war *Separis*, seeing the colors shot away from his enemy, hailed, 'Have you struck?' Everyone knows Jones' reply, 'I have not begun to fight.'

"But beyond his unquestioned ability as a fighter for the colonies Jones was a man of great attainments. The son of a humble gardener, he gained at sea, when yet young, some education, which steadily increased at



GENERAL HORACE PORTER

whatever post of life he subsequently found himself. French he spoke and wrote with as great facility as English. He was a diplomat, and what a diplomat! He gained the entree of the French and Russian courts. So successful, influential and popular did he become at the French capital that he excited the jealousy of the American commissioners.

"Jones had large ideas, and it was he who convinced Washington, soon after war began, that advantage lay not in remaining on the defensive with such slender naval forces as then were possessed, but rather in striking boldly across the Atlantic at the British in their home ports. This he did, and with what success we know.

"When I was a boy the idea was held generally that John Paul Jones was more or less of a pirate. This was due, doubtless, to the hostile view of the British, who were the first to write of him, and who were em-

bittered by his raids upon the Scottish coast. This false impression has been corrected, happily, by the later and fairer accounts, like that of Buell, which is admirable in giving an insight into the character of a man whose abilities show so plainly through his writings as well as in the records of his deeds.

"A man of high temper, John Paul Jones left this country when, after the war, he found officers less distinguished than himself were promoted over his head. He has been called eccentric, some have even termed him crazy. The line taken by genius is sometimes rather indefinite in its relation to other characteristics.

"But it seemed that Providence intended that the services of this great citizen should not forever be forgotten. After the many years his grave was unmarked and unknown, in Paris, General Porter, American ambassador to France, with rare patriotism, despite some indifference at home and at no small cost to himself, has recovered the body, to find it well preserved, through having been treated with alcohol. The hair still retains its color. The dimensions of the skull correspond exactly with the measurements taken by the great sculptor, Houdon, who then made a bust of Jones. Everything possible after such a great lapse of time has contributed to positive identification of the body, which seemed forever lost to a grateful people.

"The return of the body of John Paul Jones to America will be an occasion of great impressiveness. As a naval officer I see the appropriateness and sentiment of the desire that the body of the first great American naval commander should be buried at the Naval Academy, there to serve as a lasting inspiration to the midshipmen fitting themselves to serve their country as officers of the forces at sea.

But above his character as a naval officer John Paul Jones was a great American citizen. He belongs to the navy, but in a greater sense he belongs to the nation."

Winston Churchill, author of "Richard Carvel," also wrote to the *Herald* as follows:

"The great genius and courage of John Paul Jones entitle him to a high place among American heroes. He made the United States navy a terror to the world, even though there was but a handful of ships in it. He had a great affection for the institutions of this country, but still he was the most un-American of our heroes.

"I think men of achievement may be classed as belonging either to the Napoleonic or the Lincolnian types of greatness. John Paul Jones belonged in the former class. There is no doubt of his great genius as a sea fighter, but he was an adventurer. It was this spirit that led him, when this country had no further honors and emoluments for him, to go to Russia.

"His career was unlike that of a great majority of the careers of Americans and Englishmen. He was more meteoric. He was a man who wanted to be making a stir in the world. His was a character that demanded a quick fruition of his work.

"Let me explain how I would distinguish his career from that of other American heroes. In this country and in England those who become men of achievement are commonly forced out of certain smaller communities slowly until they are needed, and are ever afterward available for the service of the state. John Paul Jones rose to a great height by his genius. He was distinctly of the Napoleonic type, not at all, for instance, of the type of Wellington. But he was a great American hero, and is entitled to the highest place for his courage and genius."



THE BUILDER.

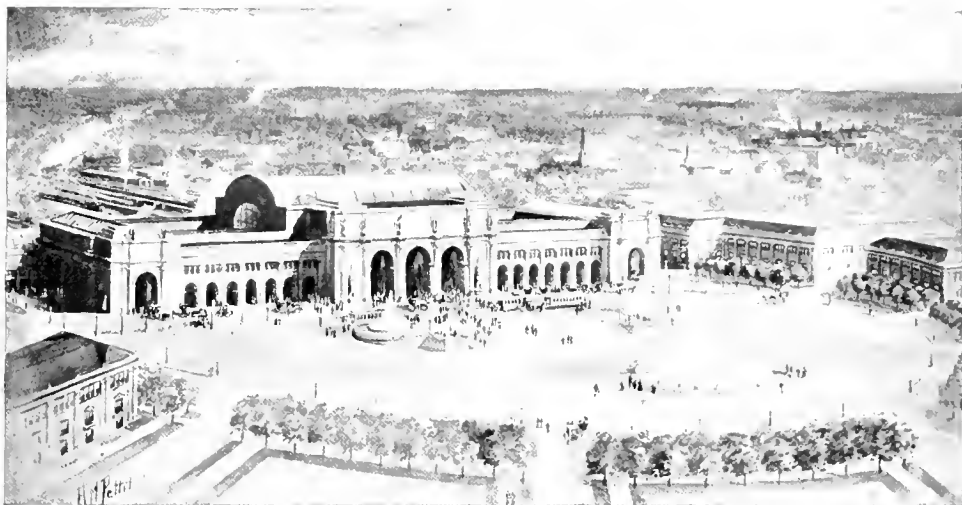
BY STRICKLAND W. GILLMAN, IN THE READER MAGAZINE, JUNE, 1905.

"Let us build a matchless highway," said a Nervous Little Man.
Took he then his puny pencil and he planned a little plan.
He was little; he was scrawny; he was anything but great,
As we reckon them that cavil in the councils of the State.
Yet he made the pregnant Earth
Travail with the Iron's birth,
Bade the cringing Woods give Timber—many million dollars' worth;
Made the Mines lend Coal and Money, and he forced his fellow men
Bend above the pick and shovel till their bodies ached again.

Rose the Hill and rose the Mountain in the line of march that lay;
And they smiled in pompous power as they blocked his onward way.
(He was little; he was scrawny—how could Hill or Mountain know
God who made them was within him to dispel each fright or foe?)
But he hacked the Hill in two,
And he tooled a tunnel through,
And he corkscrewed down the Mountain as the homing cattle do.
Hordes of helpers hewed before him, bending ever to his will—
Now they loll and laugh who hurtle through the Mountain and the Hill.

"Brothers, let us murder Distance," said the Restless Little Man.
"Let us have a journey ended ere of old such things began."
(He was little; he was scrawny; he was nothing to the sight,
But the God who made the soul of him had surely builded right!)
So he made the roadbed firm
And he straightened out each squirm,
Helped by many a cunning draughtsman with many a puzzling term.
Thus he placed huge cities nearer to each other by a day—
When the builder points his pencil, God alone can say him nay.

The above strong and characteristic poem was composed by Mr. Gillman while en route westward on the "Chicago Limited" of the Baltimore & Ohio Railroad. Aware of the fact that he was traveling the territory of America's first railroad, across a seemingly impenetrable portion of the Alleghenies, along the original trail of the Indian and Braddock's fatal march, his impressions evolved the poem.



THE UNION STATION AT WASHINGTON, D. C., U. S. A.

THE NEW UNION STATION AT WASHINGTON.

THE new Union Station at Washington, the finest railway station in the world, will be completed by the fall of 1906, provided there are no unexpected delays in the work, which is progressing with gigantic strides.

The building of this magnificent station is in accord with the great scheme for beautifying and developing the city of Washington and its outlying parks; and the capital of the United States will have a most fitting and dignified entrance, with all the railways centered at one point.

It is estimated that the terminal improvements and station alone will cost about \$18,000,000, to be shared by the railways and United States Government; but this does not include additional expenditure by each of the railways for the necessary reconstruction of their individual lines to enter the terminal. One of the greatest achievements and benefits will be the elimination of all grade crossings; the railway tracks will either go under or over the streets.

The terminal improvements are being made by the Baltimore & Ohio and Pennsylvania railroad companies, the Washington Terminal Company, owned jointly by these companies, under Act of Congress, constructing the station proper and the approaches, including the tunnel lines under Capitol Hill. The work is being done under

the direction of Messrs. D. D. Carothers, chief engineer of the Baltimore & Ohio Railroad Company, and W. H. Brown, chief engineer of the Pennsylvania Railroad Company, with Messrs. D. H. Burnham & Co., of Chicago, architects of the station building. The engineers supervising the construction are Messrs. W. F. Strouse, assistant engineer Baltimore & Ohio Railroad, in charge of station and north approach, and Robert Farnham, Jr., assistant engineer Philadelphia, Baltimore & Washington Railroad, in charge of the tunnel lines and south approach.

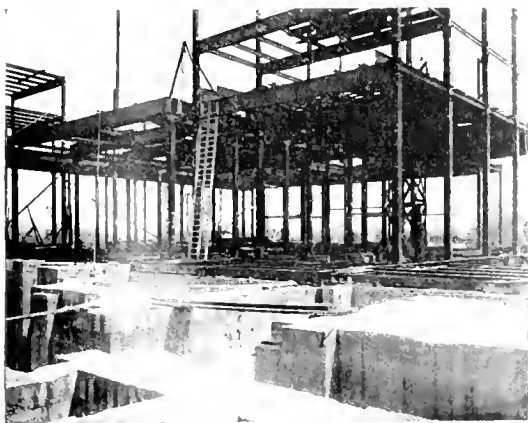
In addition to the proprietary companies the station will be occupied by the Southern and Chesapeake & Ohio railway companies and the Washington Southern Railway Company, through which line the Seaboard Air Line and Atlantic Coast Line have access.

A brief description of how the station came to be built, together with the details of its construction, are most interesting.

In February, 1901, Congress passed two acts which were supposed to be the final solution of the railroad problem in Washington; one authorized the construction of a new freight and passenger terminal for the Baltimore & Ohio Railroad at Delaware Avenue and C Street, N. E., while the other authorized the enlargement of the present terminal of the Pennsylvania Railroad at Sixth and B streets, N. W., and

provided for the correction of alignment on Virginia Avenue.

Soon after the passage of the above acts, the American Institute of Architects



STEELWORK EAST SECTION COVERING MAIN FLOOR, AND FRAMING FOR OFFICES SECOND AND THIRD FLOORS. CONCRETE FOUNDATION.

suggested a commission be appointed to prepare a plan "for beautifying and developing the city of Washington and its outlying parks," consisting of Messrs. D. H. Burnham and Frederick Law Olmsted, Jr., who invited Mr. C. F. McKim and Mr. Augustus St. Gaudens to join them. The work of the committee had barely started when it became evident the proper treatment of the park system required the removal of railway tracks and stations from the sites authorized by Congress.

The site upon which the Baltimore & Ohio Railroad Company was authorized to erect its terminal placed a busy commercial center within a square of the capitol grounds; while the Pennsylvania Railroad Company's occupation of the Mall permanently blocked any adequate treatment between the monument and the capitol.

On presentation of this view to the executive officers of the respective railroad companies, with the suggestion of a comprehensive union terminal, their acquiescence and hearty co-operation was at once secured.

Full consideration by the committees of Congress, district commissioners and railroad executives led to the introduction in Congress of a bill providing for the erection of a Union Station of monumental design, and the construc-

tion of necessary approaches to it. This bill, which embodied most of the provisions contained in the acts of 1901, but so modified as to meet the requirements of all railroads entering the District, was passed in February, 1903.

The Washington Terminal Company, under act of Congress, is constructing the Union Station, the approaches from the north side of Florida Avenue, and the tunnel line under Capitol Hill to a connection with the Philadelphia, Baltimore & Washington Railroad at New Jersey Avenue and D Street, S. E.

The Union Station, now fully under way, is located on the low section of ground at the intersection of Massachusetts and Delaware avenues, the average elevation of which was about 22 feet above mean tide. The elevation of the floor of the station was fixed at 58 feet above mean tide, involving some decided changes in street grades. To simplify these changes to some extent a grand plaza 500 feet wide

by 1,000 feet long will be formed in front of the building. It will be handsomely decorated with balustrades, terraces and fountains. To form the plaza and bring the streets to the proposed new level will require about 750,000 cubic yards of earth, the fill being 35 feet deep over a considerable area. Nine separate and distinct streets will lead into the grounds, three of which will be new and two modified to better fit the plaza scheme. Through these radiating streets and avenues large crowds of people will be able to enter or leave the



SPACE TO BE OCCUPIED BY PLAZA, LOOKING TOWARD THE CAPITOL, SHOWING ENORMOUS FILL REQUIRED.

station without difficulty, while the plaza will provide ample space for massing troops and taking care of the crowds upon occasions of public ceremonials, such as take place from time to time at the national capital.

The station faces the dome of the capitol, less than half a mile distant, and its architectural treatment is in keeping with its character as the vestibule or gateway to the capital city. With this view its architectural motives have been drawn from the triumphant arches of Rome.

The main building will be 620 feet long and from 65 to 120 feet in height, and constructed of white granite. The three entrance arches will each be 50 feet in height and 30 feet in width and far exceed in scale their Roman prototypes. These central doorways lead into a vaulted, open-air vestibule and thence into the main waiting-room. At the end pavilions there are two 10-foot arch carriage entrances, the east one leading to a suite of apartments for the President of the United States and his guests; and the one at the west end will lead to a general carriage porch near the ticket and baggage lobby. The central vestibule and the end pavilions are connected by an open-air portico and constitute a continuous covered porch along the front of the entire building.

The general waiting-room will be extraordinarily imposing and beautiful, the finest in the country. It will be 220 feet long by 130 feet wide and covered by a roman barrel vault 90 feet high, deco-

rated with sunken coffers or panels, after the manner of the bath of Diocletian. Plenty of natural light will be supplied by a semicircular window at each end 75 feet



MASSIVE CONCRETE FOUNDATIONS UNDER CONCOURSE.

in diameter and by five semicircular windows of 30 feet diameter on each side. At the east end of this hall are grouped the dining-room, lunch-room and women's waiting-room. At the west end, and on opposite sides of a lobby 50 feet wide, are to be located the ticket offices and baggage checking room, with the smoking-room and package room adjacent. Telephone and telegraph booths will be provided in the general waiting-room. The baggage-room will be located in the basement and reached from the west side of the station. To avoid conflict between passengers and baggage on the train platforms, certain platforms will be set aside exclusively for use in handling baggage.

The size of the passenger concourse or lobby will by far exceed anything ever built for a similar purpose. It will be 760 feet long by 130 feet wide and covered by an arched ceiling in a single span, decorated with panels, and part of which will transmit the light. The lobby will be divided by the usual fence, providing a width of about 80 feet for handling outgoing passengers, while the remaining 50 feet between the fence and ends of tracks will afford ample facilities for the passengers arriving on trains.

The train yard will be 760 feet wide, one-half being located on either side of the center line of Delaware Avenue, which was taken as the axis of the



GENERAL VIEW OF CONCRETE FOUNDATIONS, WEST HALF OF MAIN BUILDING



THE WASHINGTON TERMINAL IMPROVEMENTS

Map of Washington, showing location of Union Station and rearrangement of tracks. See page 10

terminal. The east side 280 feet will be used to accommodate the business handled over the Southern connections by way of the tunnel under First Street, the plaza

magnitude of this work, about 75 acres of ground will be occupied for this branch of the business and over a very considerable area earth will have to be removed to a depth of 82 feet.



CONSTRUCTION OF MASONRY ON H STREET LOOKING NORTHWEST.

and the station. The remaining 480 feet, which will be on a higher level, will have tracks arranged for handling the business of the Baltimore & Ohio and the Pennsylvania railroads between Washington and New York, and that of the Baltimore & Ohio between Washington and points west.

At Florida Avenue all tracks will be at the same elevation. From that point north and eastward the Washington branch connections of the Baltimore & Ohio Railroad and the Magruder connection of the Pennsylvania Railroad will ascend at the rate of 0.9 per cent, the coach yard at 0.5 per cent, and the Metropolitan branch connection of the Baltimore & Ohio Railroad at 0.7 per cent. These differences in grade are made necessary largely by the natural contour of the country and serve to permit an easy overhead crossing of the Y connections between the Washington and the Metropolitan branches over the equipment tracks, which are constructed on the same grade as the coach yard, southwest of the Y, but which will have heavier grades north of it. Heavier grades on all the different groups of tracks would have been preferable from a construction standpoint, as about 2,250,000 cubic yards of earth will have to be removed to bring the space assigned as a passenger coach storage yard to the proper grade. To give an idea of the

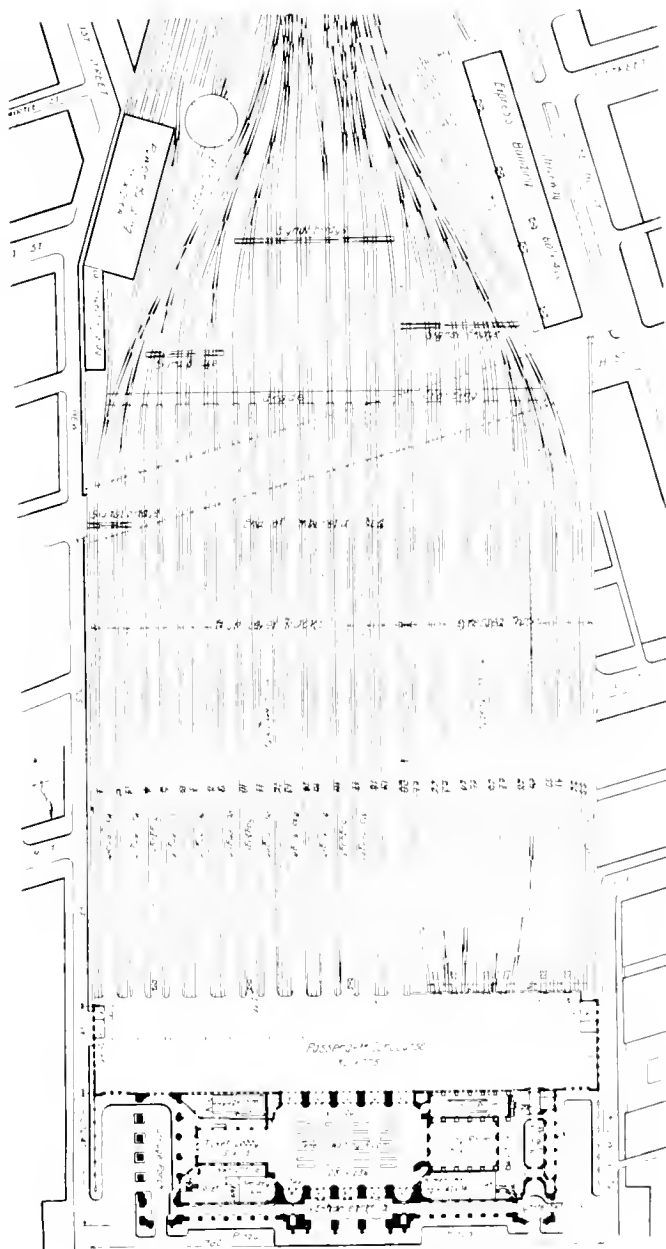
The southern approach to the station will be through a tunnel under First Street, from New Jersey Avenue and D Street southeast to the basement of the station. It will be built for a double-track line and consist of two single-track tunnels, built side by side and separated by a wall 4 feet thick. Each tunnel will have a width of 16 feet and a height of 17 feet from top of rail to soffit of the arch. The center wall is being constructed with openings or passageways located at distances of 100 feet so as to provide refuge niches for employes and means of communication from one tunnel to the other.

The side walls and haunches of the tunnel are being constructed of concrete, the arches of brick and the center wall of stone. The top of the tunnel will be covered with four layers of waterproof felt, thoroughly coated with waterproof compound, which will be protected by a one-inch layer of cement in the cut and cover portion and a layer of brick in the drift portion. Gutters will be formed along the top, on each side, filled with broken stone. Drain pipes, connecting with these gutters and leading to subgrade, will be built in the side walls at distances of 50 feet.

Substantial bridges will carry the tracks of the north and west approach to the terminal over the streets. The shortest bridge will carry ten tracks, divided into two groups



CONCRETE FOUNDATION OF WEST PORTION OF PORTICO



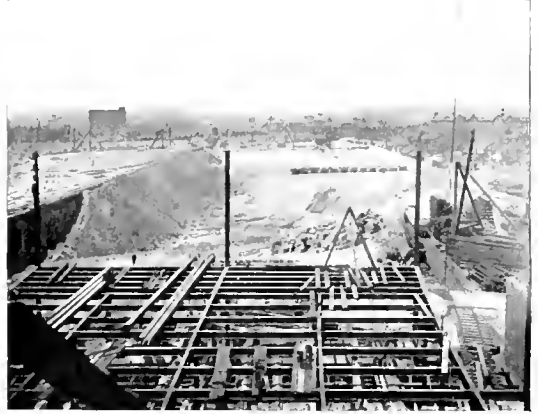
MAIN FLOOR AND TRACK PLAN WASHINGTON UNION
TERMINAL STATION

of five each. Considerable attention has been given to the question of drainage. Gutters are being constructed in the backs of all street bridge abutments, with spouts running down at intervals and to be connected with sewers in the streets below. The very closest attention is being given to the most minute detail with the view of making this Union Station and terminals complete and substantial in modern construction, ornate in style, thoroughly convenient and comfortable in all of its appointments.

The joint passenger coach yards and shops will be located east of the Baltimore & Ohio freight terminal and consist of a joint passenger coach yard, roundhouse, shops, engine yards and repair tracks. Two tracks, between the terminal train yard and the roundhouse, will be set aside for handling engines and cars between the station and coach yard and roundhouse without interfering with the movement of trains over the main passenger tracks.

The passenger coach yard will be so arranged as to conveniently accommodate at least 600 cars. Much attention was also given to the arrangement of the roundhouse and shops and they will be thoroughly complete. The engine house will be constructed in two sections, each having twenty-five stalls and a turn-table. The coaling plant will consist of storage bins with measuring devices and located between the ash pits and the roundhouse. There will be a trestle incline approach to the storage bins, where coal will be delivered direct from drop-bottom cars. At the ash pits the

tracks will be sufficiently depressed to permit loading the cars by shoveling the ashes over an adjustable apron, the top of the car being below the bottom of the engine pit.



STEELWORK IN CONCOURSE FLOOR, SHOWING PORTION OF DIVIDING WALL BETWEEN HIGH AND LOW TRACKS.

The track arrangement will be such that access to both turn-tables can be had from both sides of the coal wharf and from both turn-tables to the storage yard. The shops will provide facilities for making light repairs to the engines and cars. All necessary platforms and tracks will also be installed in this yard.

When the Union Station act was passed the space which will be occupied by the terminal was covered with dwellings, warehouses, coal yards, freight yards, and sheds and the main tracks and sidings of the Washington and Metropolitan branches of the Baltimore & Ohio Railroad.

All the buildings were removed preparatory to starting construction within ten months after the passage of the act.

The improvements necessitated the Baltimore & Ohio removing its coal yards, between First and Second and M and N streets, N. E. In this space six lines of trestle, each about 600 feet in length and 18 feet high, were constructed, having a capacity in all of about 60,000 tons, with a macadamized driveway 33 feet wide for each trestle. The bins cover three-fifths of the yard's area, and the driveways the remaining two-fifths. The yard is provided with a system of tide drains.

The new freight terminal is being constructed at New York and Florida



ANOTHER VIEW OF THE PLAZA, REQUIRING THE FIFTY FIVE FOOT FILL.

avenues and will be most complete for handling all the business furnished by the city of Washington. About 80 per cent of this business is inbound and 20 per cent outbound. Washington is not a producing city, but its rapid growth and good character of buildings make it a great market for all kinds of building material, which is handled in earload lots. In view of this, team or bulk unloading tracks will be provided to accommodate about

150 cars, while the house tracks will care for about 200 cars. The team and house tracks will be divided into three groups, each having a switching track of some length, which will permit several yard engines to work the groups without one interfering with the other. The storage yard will be divided into three sections and so arranged that the switching can be done with the least interference.

IN THE COUNTRY.

BY EDMUND VANCE COOKE.

O, the melody made of no music or words!
 The bassoon of the bees and the flute of the birds,
 The harp of the grove, where Aeolus, the rover,
 Sings sweet on its strings as the breath of the clover,
 So sweet that the heavens are hushed and bend over,
 Or mayhap, as I listen, another refrain,
 The organ of thunder, the drum of the rain.

O, the picture no painter can mimic or mix,
 The melodious motion no canvas can fix!
 The brisk little whisk of the squirrel, and the play
 Of the light on the green of the grass and the way
 The impudent robin perks up at the day.
 O, the waves of the wind as they wash the fresh sea
 Of the meadow and bring back its perfume to me!

O, my heart is a-bubble with love of my kin,
 And my kin is the world and the fullness therein.
 The clover's a cousin, the breeze is a brother,
 The bird, and the bee, and the beast, and all other
 Who rest at the breast of our bonntiful mother.
 O, the affluent sweet in this honey of love!
 O, the taste and the tang of the wildness thereof

OLD ABRAM KRIM.

BY HENRY BEDINGER, VIRGINIA, 1850.

Have you ever met old Abram Krim?
If ye have ye'll long remember him.
He is a strange old man, I trow,
And lives I cannot tell you how.
He is distraught, the neighbors say,
And roams the land by night and day.
From west to east, from east to west,
He journeys without food or rest,
Save when kind neighbors pity him,
And charity helps old Abram Krim.
His hoary locks, all white and thin,
As is the beard upon his chin;
His form is bent, his cheeks burnt brown,
His eyes upon the earth cast down;
His head is bare, his feet are sore,
Yet still he roams the country o'er.
The biting blast, the angry storm,
Fall on his weary, withered form;
The heavy rain, the dashing snow,
Descend upon his furrowed brow.
But wind, nor rain, nor snowstorm dim,
Can check thy wand'ring, Abram Krim.
Through summer, autumn, winter, spring,
This poor old man is wandering.
You'll meet him here, you'll meet him there,
You'll meet him almost everywhere:
At morn, at noon, at closing day,
You'll find the wanderer on his way.
Nor stops he with the setting sun,
But even at night he journeys on.
He hears the owlet in the wood,
He listens to the rushing flood:
He sees the flowers as they grow,
By moonlight on the mountain's brow.
In shady glens, in valleys deep,
In dingles where the moonbeams sleep.
The fox, awakened in his lair,
Starts up and finds old Abram there.
And would ye know the reason why
He wanders ever restlessly?
Alas! it was a hopeless fate
That left this old man desolate.

He gave his heart in early youth
To one who valued not its truth,
But trampled on the offering
And left him but a blasted thing.
Yet she was young and very fair,
With rosy lips and sunny hair,
And snowy brow, and heart as light
As any fawn's, and eyes as bright.
And pretty foot and pretty hand
I wot fit to wield a fairy's wand:
And with a person light and slim,
Such was the love of Abram Krim.
But like the most of women kind
She had a fickle, wayward mind,
And Abram found, to his despair,
The pretty thing was false as fair.
For on the day they were to wed,
That very day she chose and fled
Across the salt sea's foaming billow
With some fine-looking, worthless fellow.
And from that luckless hour, they say,
Poor Abram's reason fled away,
And he has aye been wandering
To find this foolish, fickle thing.
Forever on her form he ponders,
And hopes to meet her as he wanders.
He seeks her in the shadowy grove,
Where first he breathed his early love.
He hopes to meet her by the fountain,
Where oft he sits, the moments counting,
And listens with impatient ear
Her fairy, fawn-like step to hear.
Alas, old man! no more for thee
Her voice will breathe its melody;
No more her bounding step will come
To meet thee by her cottage home;
No more her little hands will twine
Young roses round those locks of thine!
Those locks are white with many years,
Thy cheek is wet with many tears,
Thy heart is crushed, thine eye is dim,
God bless thee, poor old Abram Krim.

[The Hon. Henry Bedinger was United States Minister to Denmark in 1857. Abram Krim was a local character at Harper's Ferry in the old days.]

THE PHILIPPINES UP TO DATE.

THE recently published census of the Philippine Islands issued by the United States Census Bureau furnishes the following interesting facts:

Total area, 127,853 square miles, embracing 342 islands. In comparison this territory is about the size of the New England States, New York and New Jersey combined.

Total population, 7,635,000; about four times greater than 100 years ago.

Civilized population, 7,000,000; uncivilized and wild, 635,000; Americans, 8,135; Chinese, 37,500; foreigners, 50,000.

Mixed blood only two-tenths of one per cent of entire population. Eight civilized native tribes, of which the Visayans are the largest, forming one-half of the entire civilized population. They occupy the islands lying between Luzon and Mindanao. The Tagalogs, second, forming one-fifth of entire civilized population, occupy the provinces in the vicinity of Manila.

Among the civilized tribes, the Roman Catholic religion is predominant. Among the Moros, the Mohammedan, while the wild tribes have no religious belief.

There are twenty-one night schools in Manila, with an enrollment of 4,000 adult natives striving to acquire the English language.

In addition to the schools there are forty-one newspapers, twelve English, twenty-four Spanish, four native and one Chinese. Of this number twenty are dailies. Total circulation, 68,236.

Twelve public libraries furnish reading from 4,019 books, half of which are Spanish and one-fourth English.

Seventy public hospitals care for the sick.

The transportation lines embrace three street railways, horse power, and one electric over-head trolley, with one steam railroad four miles in length.

JOHN PAUL JONES.

ISABEL S. MASON, IN "BALTIMORE SUN."

What does it matter, John Paul Jones,
Which country holds your musty bones?
A spirit bluff and bold as thine
Recks little of the soil or clime;
You loved the fight, the storm, the sea,
And wild, untrammelled liberty—
Why, blood and fire, strife and groans,
Were breath of life to you, Paul Jones!

Your hand to help us, weak, oppressed,
Was offered in an hour distressed,
And Flamborough Head, on English coast,
Must blush to-day at British boast;
There, where the North Sea makes its moans,
Great England bowed to you, Paul Jones—
Her pride as mistress of the seas
Fell fainting on the briny breeze.

What matter if some folks throw stones?
It's late to hurt you, John Paul Jones,
Too late to haul from out the sky
Our first war flag your ship let fly.
Too late, when ringing down the years,
We hear the echo of those cheers
With which your men proclaimed as right
Your words, "I've just begun to fight."

Could but your spirit, John Paul Jones,
Come back to us, instead of bones,
Or could you shake the trance of death
And draw once more your lusty breath—
Just long enough to hear some say
You proved a turncoat in your day,
Then once again you'd rise in might
And show you'd "just begun to fight."

HUMOR AND THE HUMORIST.

FLAG DAY.

S. W. GILLIAN.

O red on the banner, how came you there?
As your ripples run in the balmy air
There are crimson streaks 'mid the lanes of white,
And they flash and flare in the gold sunlight.
O red on the banner, how came you there?

"I came from the veins of men now dead;
For me they fought and for me they bled.
Their blood is sacred; I'll wear for aye
The crimson gouts that they shed one day."

O white in the banner, pray whence came you?
Long lanes of white that are wandering through
Twixt rivers of red; e'en the drifted snow
No fairer a white than your own may know.

O white in the banner, pray whence came you?

"I came from the souls of the women good
Who, watching their loved ones leaving, stood
And blessed the cause that could calmly take
Their best-loved ones, though their hearts might
break."

O star-sprinkled bit of the Milky Way,
Cry out in your turn and in candor say,
How came you there with the crimson and white
That glimmers and gleams in the shifting light?

"I mirror a bit of heaven's dome—
Where ev'ry patriot finds a home;
God's law hath ever a saving clause
For those who die for their country's cause."

CHARLES THE CHAUFFEUR.

In "Charles the Chauffeur," Mr. S. E. Kiser's new book, we again come up with that same human ambition that is so quickly recognized in his "Love Sonnets of the Office Boy." Perhaps a different climax would have finished the office boy had the "bubble" or "trouble" wagon been better known when his life's romance was fresh in our minds.

Charles, like the boy, was also a theorist—conceited might have been the word to use under some circumstances—and both of them loved and lost, without the other parties knowing it. Juliet Thurlow, the charming society widow for whom Charlie "shoffed" is not by any means the least interesting part of the story, if any reliance may be placed in Charlie's integrity.

Perhaps the terrors of the automobile may be a little overdrawn when put in one volume, but we read of so many tragedies and comedies concerning these highly perfumed steam carriages in the daily papers, which, if collected in a limited space, might be even more exciting. Just now, however, the price of the machine is the salvation of the humble riders on Shank's Mare, and we may be permitted to enjoy the mishaps without personal injury in following the dashing widow and Charles in theirs.

The book is marketed by the Frederick A. Stokes Company, New York.

THE WELL IN THE WOOD.

To you who love children and delight in the pretty little vagaries of childhood's days, there is a little book that is so full of pretty nonsense in story and rhyme that, if you are so minded, you can, in reading it, shut out the cares of the work-a-day world and be made a child again just for a while. Or, better still, have you—have you a little one at your house that would

"Like to hear about the bears
Their bowls of porridge, beds and chairs?

If so, take the journey with them to "The Well in the Wood," and meet the "Laziest Beaver," the "White Blackbird," the "Wise Donkey," "Mary's Lamb," and many other of your friends that may have been relegated to the woods, and follow the adventures of "Buddie" and her dog "Colonel" in the big north woods.

True, the strange, enchanting, endless mystery of "Why the Rabbit Wabbles His Nose" will follow you ever afterward, just as the "Pink Trip Slip" did, but

"Why horseshoes are good to keep witches away,
Is too simple by far to propose;
But no one can tell—we must ask of the Well—
Why a Rabbit should wobble his nose."

The mysteries on the road to the Well are manifold, and your journey there will be made a pleasant one. The price of admission is nominal, as the Bobbs-Merrill of Indianapolis will inform you.

The guide for this especial journey is Mr. Bert Leston Taylor of "Puck"; we might have mentioned that first, in case anyone may be the least bit timid, so that full assurance would be given as to the success of the journey at the start.

W'ATSA USE?

T. A. DALY, IN "CATHOLIC STANDARD AND TIMES."

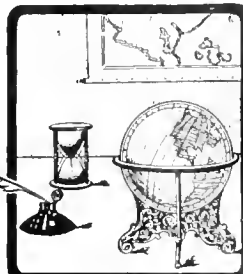
W'atsa use for gattin' mad,
Jus' baycause you feela bad?
You gon' feela worse an' worse
Eef you gona stop an' curse
Evra time ees som-theeng wrong,
You no gatta leeve so long,
Wan, two, t'ree, four year, bimeby,
Mebbe so you gona die,
So ees best from day to day
Maka sunshine weetha bay,
Don't be gattin' mada while
You can hava time to smile.
W'atsa use?

Padre Smeeth he tal me, too,
Justa like I tal to you,
Wan day he ees say, "Hallo!
W'at ees mak' you growla so?
Evra time you getta mad
Eet ees mak' Diablol glad,
Justa laugh an' don'ta care,
Den you mak' Diablol swear."
Smila now an' den bimeby
You can smila w'en you die,
Growla now an' you weel yell
Weeth Diablol down een—well
W'atsa use?



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE love of to-day is the father of to-morrow's devotion.

It is sometimes best to appear in the present wrong, in order that an anticipated future may prove us right.

EGOTISM and self-reliance are closely related, but it takes a connoisseur in modest diplomacy to draw a graceful line between the two conditions.

It is not manly to display a part beyond the power of our circle to participate.

WITHIN the warm heart of reciprocated love the germ of selfishness finds its death and self-sacrifice its perfect life.

IN an endeavor to be just we should always remember that appearances may indicate, but do not prove conditions.

MERE students of words are not philosophers, even though they may beautify the garden of expression.

How difficult it is to remove a blot of deception from the former white page of absolute faith.

SOME of us take refuge behind what we call an error of judgment when confronted with a fault of deliberate lack of it.

FRIENDSHIP should influence business, but business should not be permitted to affect or degrade the cause of friendship.

ONE of the best business systems is that which provides for a specified beginning for each special end.

THE wealth of contentment represents the high-water mark of happiness and prosperity of purpose.

ABSOLUTE faith is largely productive of absolute fidelity.

THE end does not justify the means, unless without reasonable doubt the means justify the end.

PERSONAL opinions and views should never be permitted to antagonize or control general conditions.

THE primary state of executive ability consists largely of a systematic attention to detail, without the assistance of repeated instructions.

MORAL life is never entirely hopeless, as long as a good intention or sacred memory breathes within the soul of purpose.

THE most painful thorn on the rose of love is that which tears the hand of confidence.

WE should never question or criticise an opinion beyond our intellectual power to combat.

THERE are some little creatures, erroneously termed men, who in their ignorance believe that the depreciation of another's ability augments their own.

"OUT FROM THE SHADOWS."

BY ARTHUR G. LEWIS.

Out from the shadows and shades of to-day,

To the glorious dawn of to-morrow,

Let us cast every heart-tearing memory away

From the night of regret and sorrow;

And stand with the faith that confidence leads

In the path that integrity treads,

While we hope for a sun-lighted future that breathes

Apart from the days that are dead.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 21, 1905.										
EASTWARD	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 506 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
LV. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	6.00	8.00	11.30	2.57
LV. BALTIMORE, CAMDEN STATION ..	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION ..	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.05	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.40	8.32
AR. NEW YORK, SOUTH FERRY	12.40	2.05	2.35	4.25	6.35	8.05	10.50			8.35
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 27, 1904									
WESTWARD	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY
	NIGHT	AM	AM	AM	PM	PM	PM	PM	NIGHT
Lv. NEW YORK, SOUTH FERRY	12.10	7.55	9.55	11.55	1.55	3.55	6.55	6.55	12.10
Lv. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15
Lv. PHILADELPHIA	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.35
Ar. BALTIMORE, MT. ROYAL STATION ..	9.48	12.49	2.43	4.14	6.09	8.16	10.55	11.32	6.00
Ar. BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.36	6.05
Ar. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.10	12.10	12.31	7.25
	AM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURGH LIMITED	No. 15 EXPRESS DAILY
Lv. NEW YORK, SOUTH FERRY	9.55 AM	11.55 AM	3.55 PM	5.55 PM	12.10 NT	12.10 NT	6.55 PM	
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 PM	4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	
Lv. PHILADELPHIA	12.30 PM	2.14 PM	5.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM	
Lv. BALTIMORE, MT. ROYAL STATION ..	2.43 PM	4.14 PM		10.55 PM	9.48 AM	8.45 AM	11.32 PM	
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.41 PM	
Lv. WASHINGTON	4.05 PM	6.30 PM	9.15 PM	12.45 PM	11.00 AM	10.05 AM	12.40 AM	
Ar. DEER PARK HOTEL	10.12 PM	11.39 PM		7.04 AM	6.27 PM	4.41 PM		
Ar. PITTSBURGH			7.15 AM		7.45 PM		9.00 AM	Lv. 4.30 PM
Ar. CLEVELAND			12.35 PM					9.50 PM
Ar. WHEELING (EASTERN TIME)		5.35 AM						Lv. 4.20 PM
Ar. COLUMBUS (CENTRAL TIME)		8.45 AM						9.20 PM
Ar. CHICAGO		5.30 PM						7.40 AM
Ar. CINCINNATI	8.05 AM			5.35 PM		2.35 AM		
Ar. INDIANAPOLIS	11.45 AM			10.35 PM				
Ar. LOUISVILLE	11.50 AM			9.30 PM		7.10 AM		
Ar. ST. LOUIS	6.00 PM			7.28 AM		1.40 PM		
Ar. CHATTANOOGA	6.00 PM			6.25 AM				
Ar. MEMPHIS	11.00 PM			8.30 AM				
Ar. NEW ORLEANS	10.00 AM			8.00 PM				

* Train No. 5 makes connection at Cumberland.

Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY
Lv. CHICAGO			3.30 PM	10.40 AM			8.30 PM
Lv. COLUMBUS				7.05 PM			
Lv. WHEELING (EASTERN TIME)		6.00 PM		12.25 AM			
Lv. CLEVELAND			10.15 PM		1.00 PM		11.30 AM
Lv. PITTSBURGH			8.00 AM		9.00 PM		
Lv. ST. LOUIS	* 8.54 AM	2.05 AM				6.30 PM	1.15 PM
Lv. LOUISVILLE	2.10 PM	8.10 AM				9.08 PM	
Lv. INDIANAPOLIS	† 2.45 PM	8.05 AM				2.30 AM	
Lv. CINCINNATI	* 6.35 PM	12.10 PM				8.10 AM	
Lv. NEW ORLEANS		7.05 PM				9.15 AM	
Lv. MEMPHIS		6.50 AM				8.40 PM	
Lv. CHATTANOOGA		10.40 PM					
Lv. DEER PARK HOTEL	6.44 AM	12.42 AM	† 10.25 AM	6.14 AM		6.42 PM	5.15 PM
Lv. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	11.20 PM
Ar. BALTIMORE, CAMDEN STATION ..	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	12.25 AM
Ar. BALTIMORE, MT. ROYAL STATION ..	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 AM
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	6.40 AM
Ar. NEW YORK, SOUTH FERRY	6.35 PM	12.40 PM	10.50 PM	6.35 PM	12.40 PM	8.35 AM	

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

No. 512. Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.

No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.

No. 532. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.

No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.

No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.

No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.

No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

No. 505. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.

No. 517. Drawing Room Buffet Parlor Car New York to Washington.

No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.

No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.

No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.

No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars, Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.

No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.

No. 511. Drawing Room Buffet Parlor Car New York to Washington.

No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis.
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

No. 1. Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville.

No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Belaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.

No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.

No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.

No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.

No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.

No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.

No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

No. 2. Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.

No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.

No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.

No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland.

No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.

No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.

No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

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And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONOHLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
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BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Elliott Square, B. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WESTERS, Ticket Agent.
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CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street, Traction Bldg., C. H. WISEMAN, District Passenger Agent; G. A. MASS, City Ticket Agent; J. E. RUCHANAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent, WM. BROWN, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 2901.
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DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
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**Twenty-second International
Christian Endeavor Convention
BALTIMORE
JULY 5 TO 10, 1905
VERY LOW RATES**

Excursion Tickets will be Sold from all Points

EAST OF THE OHIO RIVER.

One fare plus fifty (50) cents for the round trip from Philadelphia, Pa., Hagerstown, Md., Summit Point, W. Va., Martinsburg, W. Va., and intermediate points, except that from Washington, D. C., the fare will be \$1.60.

Tickets good going July 4, 5 and 6, valid for return passage to and including July 15, 1905.

One fare plus \$1.00 for the round trip from all other points. **TICKETS MUST BE DEPOSITED WITH JOINT AGENT ON ARRIVAL.**

Tickets good going July 3, 4 and 5, valid for return not earlier than July 5 nor later than July 15, 1905.

WEST OF THE OHIO RIVER.

One fare plus \$1.00 for the round trip, tickets to be deposited with Joint Agent, Baltimore, on arrival.

Tickets good going July 2, 3 and 4 and valid for return not earlier than July 5 nor later than July 15, 1905.

EXTENSION OF RETURN LIMIT.

Extension of return limit to leave Baltimore, Md., to and including August 31, 1905, may be obtained on tickets sold at points east of Philadelphia, Pa., south of Summit Point, W. Va., and west of Martinsburg, W. Va., upon payment of fee of \$1.00 to Joint Agent at Baltimore, Md., at time tickets are withdrawn from deposit.

STOP-OVERS.

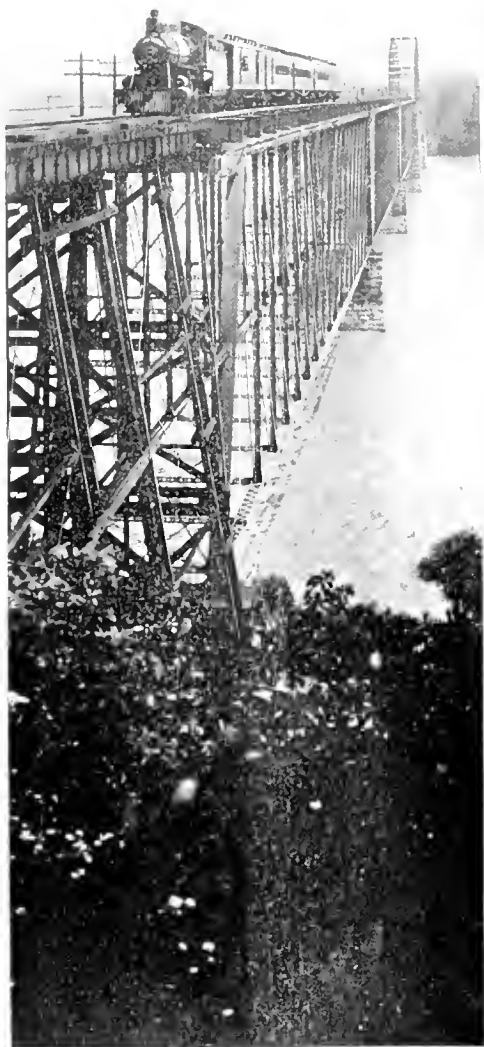
On notice to conductor and deposit of ticket with depot ticket agent **IMMEDIATELY UPON ARRIVAL**, stop-over will be allowed on **GOING TRIP** at Oakland, Md., Mountain Lake Park, Md., Deer Park, Md., Washington, D. C., and Philadelphia, provided, however, tickets are used through to Baltimore, Md., not later than July 5, 1905.

On notice to conductor and deposit of ticket with depot ticket agent **IMMEDIATELY UPON ARRIVAL**, stop-over will be allowed on **RETURN TRIP** at Philadelphia, Pa., Washington, D. C., Deer Park, Md., Mountain Lake Park, Md., and Oakland, Md., for a period of ten (10) days not to exceed final limit of July 15, 1905, on tickets which have not been extended by Joint Agent at Baltimore, Md., or August 31, on tickets which have been extended by Joint Agent at Baltimore, Md.

Send 2-cent stamp for illustrated folder giving all details of convention.

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Susquehanna River



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Runs every day between New York, Philadelphia, Baltimore and Washington in five hours. Both directions.



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 arrives New York at 8.00 p. m.
 Leaves New York at 4.00 p. m.,
 arrives Washington at 9.00 p. m.



PILGRIMAGE TO NIAGARA FALLS



**Imperial Council
A. A. O. N. M. S.**



Tickets on sale June 18 and 19, 1905, from all points on the
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One Fare plus \$1.00 For the
Round Trip

Tickets good returning until June 24, 1905, inclusive

Baltimore & Ohio Railroad

TO



DENVER, COL.



ACCOUNT

INTERNATIONAL CONVENTION EPWORTH LEAGUE

Tickets on sale June 29th to July 3d, from points east of the
Ohio River, and from June 29th to July 4th, from points west
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VERY LOW RATES

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PHILADELPHIA & READING RAILWAY
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SPLENDID ROYAL BLUE LINE COACHES. PULLMAN
DRAWING-ROOM PARLOR AND SLEEPING CARS. UNEX-
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SCHEDULES EASY TO REMEMBER

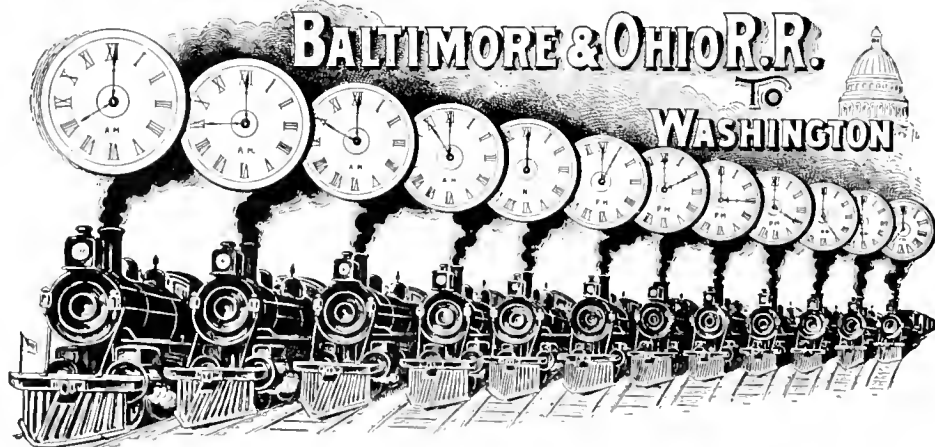
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"EVERY HOUR ON THE HOUR" FROM WASHINGTON TO BALTIMORE
DAILY, EXCEPT SUNDAY. RETURNING IN LIKE MANNER

"EVERY OTHER HOUR on the ODD HOUR" to PHILADELPHIA and NEW YORK
ADDITIONAL TRAINS AT 8.00 P. M., 11.30 P. M. AND 2.57 A. M.

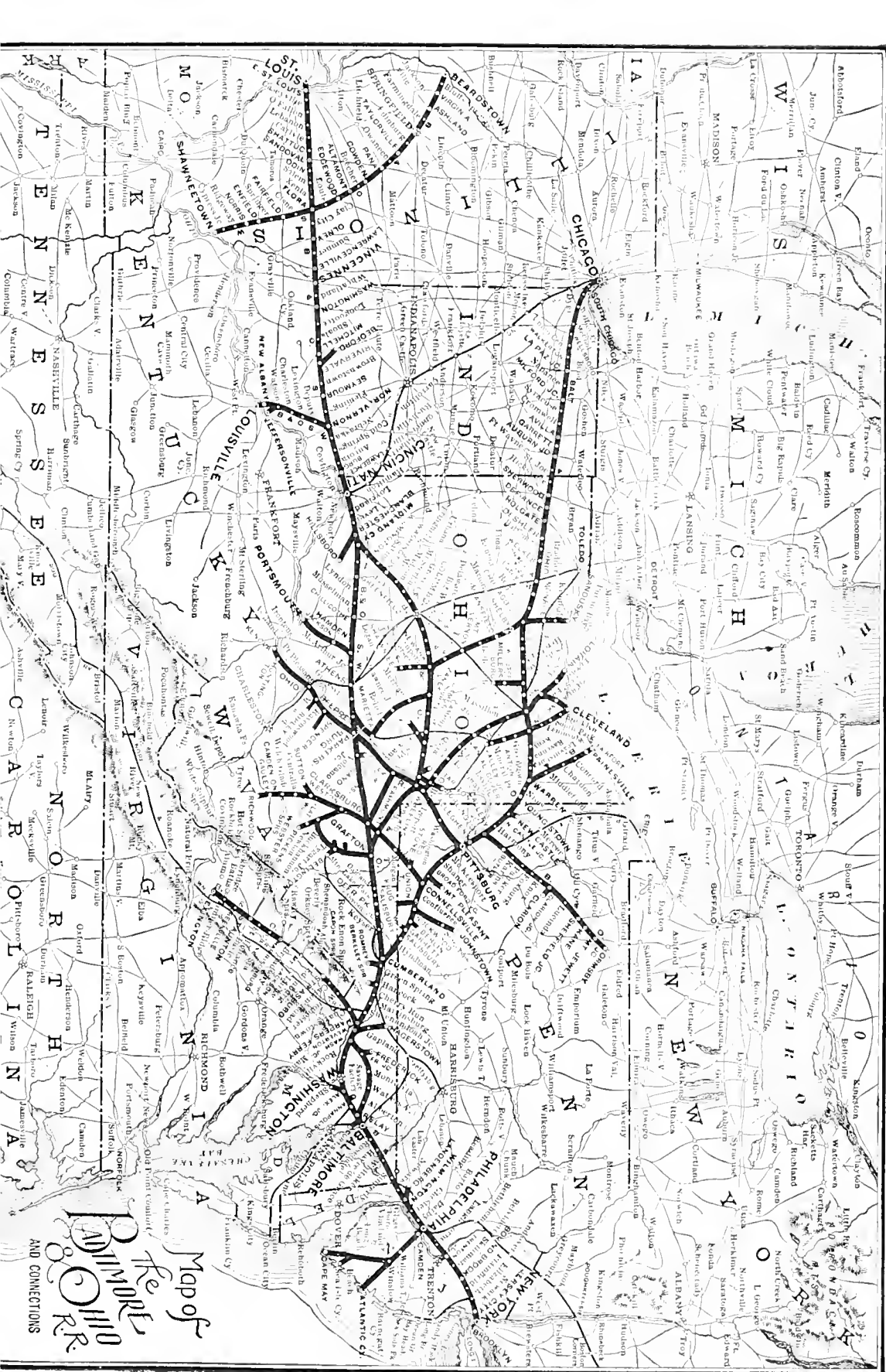
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DAILY, EXCEPT SUNDAY. RETURNING IN LIKE MANNER

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Map of
the
United
States
and
Connections

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1905



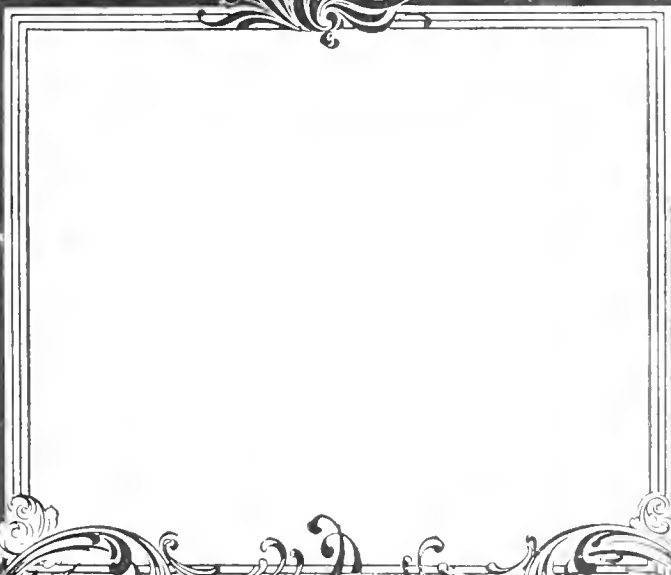
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ROYAL BLUE TRAINS

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and



Between

and

WASHINGTON



"The Avenue of least resistance."

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One via Pittsburg and the other via Newark, Ohio.

Shortest route; no change of cars of any kind, either way.

Solid vestibuled express trains with Pullman Drawing-room Sleeping Cars, Observation Cars and Dining Cars.



Between

and

Through Pullman Buffet Drawing-room Sleeping Cars, daily.



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Three solid vestibuled trains each way, daily.

Parlor Observation Cars and Dining Cars in the day time and Pullman Drawing-room Cars at night.



Three solid vestibuled trains each way, daily.

Pullman Drawing-room Sleeping Cars, wide vestibuled coaches, unexcelled Dining Car service.

No change of cars. Shortest route. Best time.



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Is the natural highway from the West and Northwest to the
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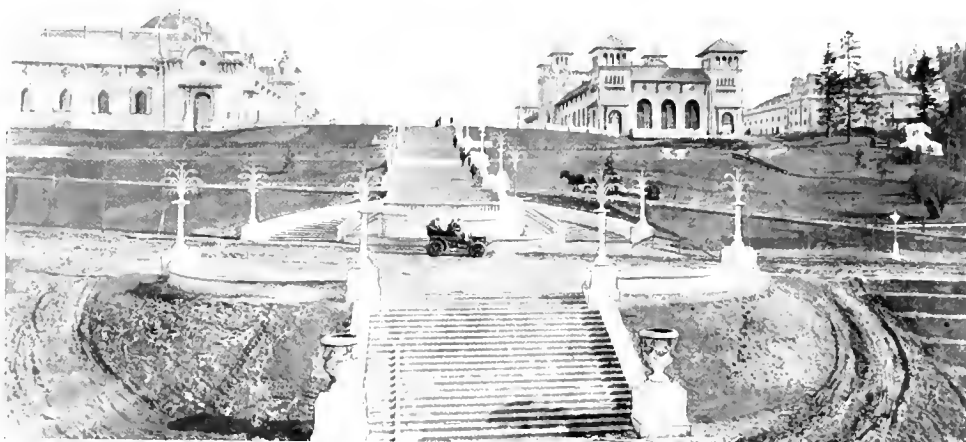


Concerning the Dining Car Service of the Baltimore & Ohio Railroad

It is unexcelled. If you have any doubts, investigate it for yourself and draw your own conclusions. The Railway Company operates it, looks after all details; likes to receive compliments if it pleases, and complaints if it does not.

The service is a la carte when it is deemed advisable, and table d'hote when the hours suggest a full course dinner.

The menu and service throughout is excellent.



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to the

Lewis and Clark Centennial Exposition

Reduced Rates from All Principal Points to

**PORTLAND, ORE.; SEATTLE AND TACOMA, WASH.
BELLINGHAM, VICTORIA AND VANCOUVER, B. C.**

DATES OF SALE

Tickets via direct routes to points named below will be on sale daily from June 1 to September 29, 1905, inclusive.

Baltimore, Md.	\$73.00	Hagerstown, Md.	\$73.00	New York, N. Y.	\$74.50
Berkeley Springs, W. Va.	73.30	Hancock, W. Va.	73.00	Oakland, Md.	71.45
Braddock, Pa.	67.95	Harper's Ferry, W. Va.	73.00	Philadelphia, Pa.	74.25
Cameron, W. Va.	68.25	Hyndman, Pa.	71.85	Piedmont, W. Va.	72.00
Charlestown, W. Va.	73.00	Johnstown, Pa.	70.80	Rockwood, Pa.	70.80
Chester, Pa.	74.25	Keyser, W. Va.	72.10	Shenandoah Junc., W. Va.	73.00
Clarksburg, W. Va.	70.20	Lexington, Va.	73.00	Somerset, Pa.	70.80
Confluence, Pa.	70.30	McKeesport, Pa.	68.00	Staunton, Va.	73.00
Connellsville, Pa.	69.40	Mannington, W. Va.	69.20	Terra Alta, W. Va.	71.25
Cumberland, Md.	72.50	Martinsburg, W. Va.	73.00	Uniontown, Pa.	69.85
Deer Park, Md.	71.60	Meyersdale, Pa.	71.15	Washington, D. C.	73.00
Dunbar, Pa.	69.55	Morgantown, W. Va.	70.85	West Newton, Pa.	68.70
Fairmont, W. Va.	70.20	Mountain Lake Park, Md.	71.50	Weston, W. Va.	70.95
Frederick, Md.	73.00	Mt. Pleasant, Pa.	69.40	Wilmington, Del.	74.25
Grafton, W. Va.	70.50	Newark, Del.	74.25	Winchester, Va.	73.00

Corresponding Rates from all other Stations.

Tickets returning via Winnipeg and St. Paul will be \$10.00 additional.



Baltimore & Ohio



THE ESPLANADE OR "BOARDWALK," ATLANTIC CITY

EXCURSION TICKETS

ON SALE

FROM ALL POINTS

SPLENDID VESTIBULED TRAIN
SERVICE VIA PHILADELPHIA

FROM

Chicago, St. Louis, Louisville
Cincinnati, Columbus
Cleveland, Pittsburgh
Washington and Baltimore

ATLANTIC CITY



THE BEACH AT ATLANTIC CITY

SPECIAL EXCURSIONS

AT

VERY LOW RATES

JULY 20
AUGUST 3, 17 and 31
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TICKETS GOOD 16 DAYS
INCLUDING DATE OF SALE

FROM

POINTS EAST OF OHIO RIVER

SEASHORE RESORTS



Ch. Carroll & Gust Wm


BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. VIII.

BALTIMORE, JULY, 1905.

No. 10.

CHARLES CARROLL OF CARROLLTON.

BY HENRY BARRETT CHAMBERLIN, "CHICAGO RECORD-HERALD."

GRATEFUL to Almighty God for the blessing which, through Jesus Christ our Lord, He has conferred upon my country, in her emancipation, and upon myself, in permitting me, under circumstances of mercy, to live to the age of eighty-nine years and to survive the fiftieth year of American independence, and certifying by my present signature my approbation of the Declaration of Independence adopted by Congress on the fourth day of July, in the year of our Lord one thousand seven hundred and seventy-six, which I originally subscribed on the second day of August of the same year, and of which I am now the last surviving signer, I do hereby recommend to the present and future generations the principles of that important document as the best earthly inheritance their ancestors could bequeath to them, and pray that the civil and religious liberties they have secured to my country may be perpetuated to the remotest posterity and extended to the whole family of man.

CHARLES CARROLL OF CARROLLTON.

"Baltimore, Aug. 2, 1826."

* * * * *

On this, the first day of the one hundred and thirtieth year of the independence of the United States, is recalled the reaffirmatory declaration of the last of the signers. The year of the fiftieth anniversary of the adoption of the Declaration of Independence found living but three of the men who had affixed their signatures to the immortal charter. While it found three living it left but one, for that memorable Fourth of July was marked by the dramatic death of both Thomas Jefferson and John Adams, leaving Charles Carroll of Carrollton the sole survivor of the signers.

Just fifty years from the day he had originally signed the Declaration, Carroll

wrote his reiteration upon a fac-simile of the document, which now reposes in the library of the city of New York.

In May, 1776, while Charles Carroll was in Canada with Benjamin Franklin and Samuel Chase as a commission appointed by Congress to induce the Canadians to join the movement against the mother country, the Maryland convention met at Annapolis and passed a resolution instructing its delegates not to concur in a vote for independence. June 24 Carroll returned and took his seat in the house, protesting against the action. Four days later Maryland fell in line with its sister colonies, recalled the former instructions and advised her deputies that they were authorized to concur with the others in declaring the united colonies free and independent states. The passage of this new resolution was due to Carroll's influence, and on the Fourth of July he was chosen a delegate to Congress. Hastening from the convention, he took his seat in that body on the 18th of July, 1776. On the following day, July 19, the Declaration of Independence, adopted July 4, was ordered engrossed on parchment, and August 2 it was signed by fifty-six delegates, headed by John Hancock, president. Of the fifty-six, twenty-one were lawyers, ten merchants, four doctors, three farmers, one a clergyman and one a printer. Twenty-five were college graduates and sixteen were men of wealth, but of them all few risked so much as the Marylander, who was the richest man of the colonies, George Washington ranking second.

That none had more at stake than Carroll was recognized by his colleagues. When asked by John Hancock, "Will you sign it?" he replied, "Most willingly," and as he made his signature a member exclaimed: "There go a few millions."

A story from that time which appeals to the patriotism of this day recounts that

Jan. 3. 1905
8474

when the delegate from Maryland had signed his name and was about to return to his seat, Benjamin Franklin, who was standing near, said:

"Well, friend Carroll, if our cause shall fail and the English king decides that we shall hang for this day's work you will be safe enough. There are many Carrolls in Maryland, and it is likely that some other of your name may expiate your crime."

Quick as thought Carroll turned, seized the pen which he had just laid down, and after his name wrote, "of Carrollton."

There was no mistaking that. Charles Carroll of Carrollton. If anyone were to pay the penalty he would be that man.

* * * * *

Charles Carroll of Carrollton was the third of his line in Maryland. His grandfather, Charles Carroll, arrived in the colony in 1688 before the English revolution which put William of Orange on the throne. In England he had been secretary to a favorite minister of James II, and on coming to the new land James granted him large tracts in the Province of Maryland, which were divided into three manors of 20,000 acres each, called after possessions which his family, tracing its origin back to the Irish kings, had held in Ireland. These names were Ely O'Carroll, Doughoregan and Carrollton. These lands were the foundation of the Carroll fortune.

The father of the signer was also a Charles Carroll, but was distinguished from his son by the name of the second manor, always signing himself Charles Carroll of Doughoregan. He married his cousin, Elizabeth Brooke, and to them was born on September 19, 1737, Charles Carroll of Carrollton.

Though Maryland was originally a Roman Catholic province, the passing of the Stuarts from the English throne resulted in many disabilities being placed upon the adherents to that faith. Among these was Charles Carroll of Doughoregan, who, unable to give his son what he considered a suitable education for a Roman Catholic gentleman, sent him to France, where he attended the Jesuit colleges of St. Omer's and Rheims. Later he studied law, both in Paris and London, being entered in the Inner Temple, as was his grandfather before him. He remained abroad until he was a man of twenty-eight. During this preparatory period he traveled on the continent, being entertained there, as in England, by the

foremost people of the time, his wealth and aristocratic lineage securing him an entree.

Soon after his return, in 1765, Charles Carroll declared in a letter to a friend, "I am resolved never to give myself the least concern about politics. * * * Swift, I think, says somewhere, that a man who, by his superior industry and application, makes an acre of ground produce two for one in the customary method of cultivation, is of more real utility to his country than all the politicians that ever existed or will exist in it." But almost immediately he entered with spirit into the controversy between the colonies and Great Britain, which at this time was weakening the bonds between the two. The stamp act had been passed, but not yet repealed, and an interesting parallel between the attitude of the merchants of that time and those in China to-day may be drawn from Carroll's statement of their action. "The merchants at New York and Philadelphia have come to a resolution not to send for any more goods of the manufacture and growth of Great Britain, and to contradict the orders already given, till a repeal of the stamp act is obtained; this resolution will, in my opinion, avail us more than petitioning; for should the people of England be so deaf as not to hear and be moved with our complaints, or so blind as not to see the effects of this injustice, they will not be so callous as not to feel them."

Following the repeal of the stamp act was a period of comparative quiet, but in 1771 the arbitrary conduct of the Maryland governor so aroused his indignation that in defense of the rights of the people, which he felt had been infringed, he wrote a series of political letters over the signature of "First Citizen." Aristocrat as he was, from this time he was regarded by the people as one with them in their resistance to English domination. In 1774 he was appointed member of the committee of correspondence; in 1775 he served on the committee of safety, and in 1776, as has already been told, he was sent to Canada, his religion and knowledge of the French language fitting him for this service. Accompanying him was his cousin, Father John Carroll, who was afterward the first archbishop of Baltimore.

* * * * *

It was in 1774 that Carroll helped place in the calendar of Maryland the state holiday—"Peggy Stewart's Day." In October

of that year some Scotch merchants of Annapolis braved public opinion by accepting a consignment of tea. Anthony Stewart, owner of the brig *Peggy Stewart*, and one of the signers of the nonimportation agreement, forgetful of his pledge, paid duties on seventeen packages of tea. This becoming known, a committee was appointed to prevent the landing of the forbidden cargo. The excitement ran so high that the captain of the vessel was in personal danger. His friends appealed to Carroll to use his influence with the people. Carroll advised him that the only way to allay the anger of the people was to burn the brig *Stewart*, who was regarded as the chief offender, with his own hand fired the *Peggy Stewart*, and in the presence of a great crowd of watchers she was destroyed. Since then October 19 has been known in Maryland and celebrated as *Peggy Stewart's* day.

During the entire revolutionary period Carroll was active. After peace had been declared, for some time he devoted his attention to his estates and a large iron foundry in which he was interested. He was appointed a delegate to the constitutional convention, but declined to serve. In 1788 he was elected United States senator from Maryland for the short term. He was re-elected, but resigned and entered the state senate, where he served for ten years. This service completed, he retired from political life.

On the 5th of June, 1768, Charles Carroll was married to his cousin, Mary Darnall, who, with her mother, had made her home with his father, Charles Carroll of Doughoregan. Her devotion to the latter is shown by the fact that eleven days after his death in 1782 she too died. Seven children were born to the Carrolls, among them one son, Charles, who, like his father and grandfather, was sent to Europe to pursue his studies. One of the daughters married Richard Caton, becoming the mother of three daughters, known when they visited England as the "American Graces." One of these, Mary, married Robert Patterson, brother to Miss Patterson, who became the wife of Jerome Bonaparte. He was brother to the Emperor Napoleon and grandfather to Charles Joseph Bonaparte, secretary of the navy. Mrs. Patterson, having been left a widow, married the Marquis of Wellesley, brother to the Duke of Wellington.

In 1831 Lady Wellesley was appointed

to the position of first lady in waiting to the queen, and the signer of the declaration which took from England her richest possession sent to his granddaughter an order for \$10,000 to defray the expense that he knew the pageant of the coronation would involve.

* * * * *

To the very last Charles Carroll kept his keen interest in the affairs of the world. On July 4, 1828, was celebrated in Maryland the beginning of the first railway—the Baltimore & Ohio. He, a member of the first directory, was present. The pick, spade, hammer and trowel that were used by him in the ceremony of dedication were presented to him by the Blacksmiths' Association. He acknowledged the gift in a letter, saying:

"You observe that republics can exist and that the people under that form of government can be happier than under any other. That the republic created by the Declaration of Independence will continue to the end of time is my fervent prayer. That protracted existence, however, will depend on the morality, sobriety and industry of the people, and on no part more than on the mechanics, forming in our cities the greatest number of their most useful inhabitants."

The leading event of the celebration was the laying of the corner stone of this first railroad of the land. The venerable Carroll of Carrollton, the last surviving signer of the Declaration of Independence, as he cast the first spadeful of earth for the beginning of the railroad, said: "I consider this among the most important acts of my life, second only to that of signing the Declaration of Independence, if indeed second to that."

The implements, with the badge worn by Charles Carroll on the occasion, were among the relics exhibited by the Baltimore & Ohio Railroad at the world's fair in Chicago in 1893, and are now in Baltimore.

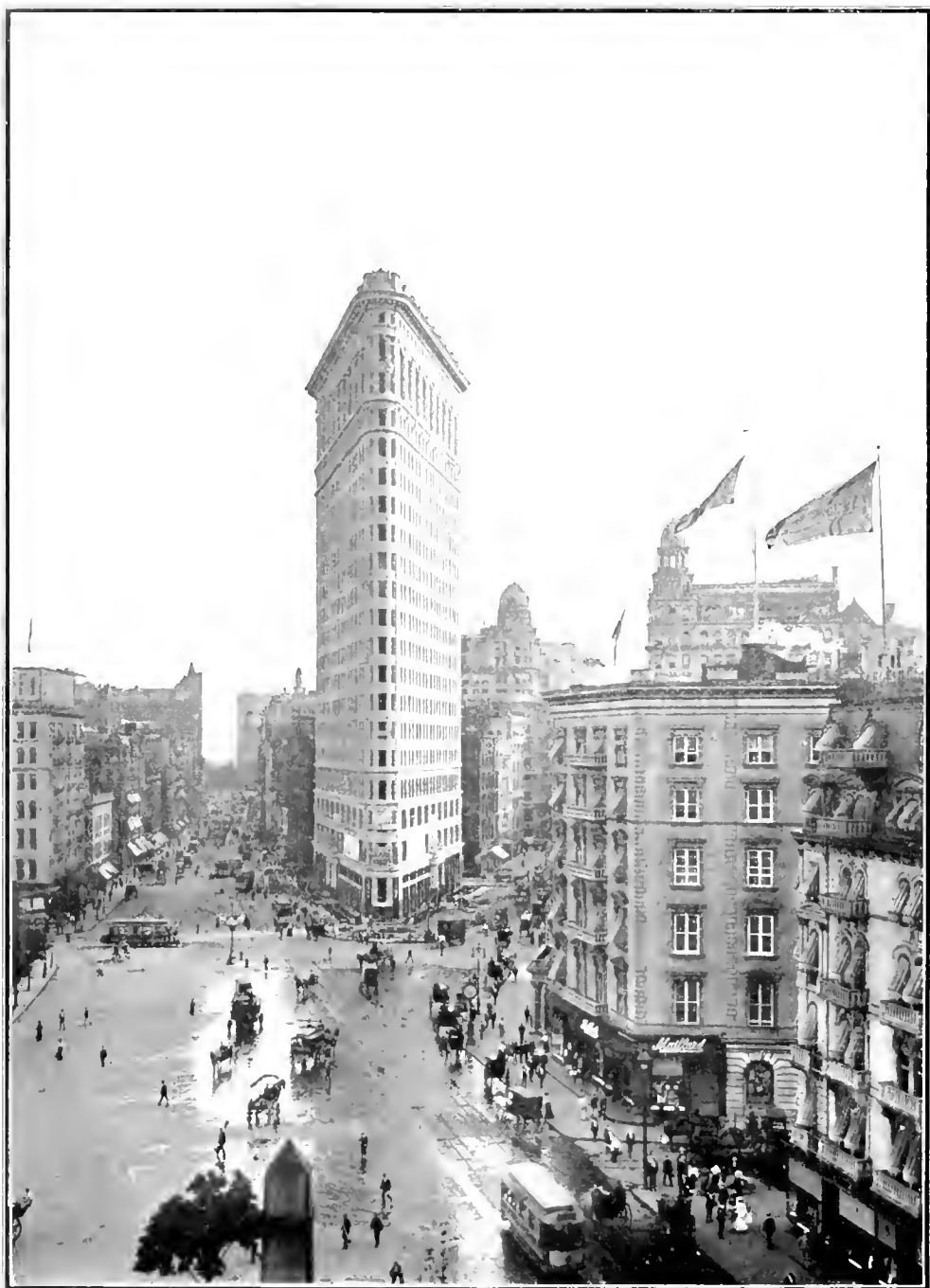
In the ninety-sixth year of his age, Charles Carroll of Carrollton died at Baltimore November 14, 1832, and was buried in the chapel of Doughoregan Manor. The monument marking the spot bears the simple inscription:

CHARLES CARROLL
of Carrollton.

Born Sept. 19, 1737.

Died Nov. 14, 1832.

His greatest and most lasting monument is the nation which he helped to create.



INTERSECTION OF BROADWAY, FIFTH AVENUE AND TWENTY-THIRD STREET.
The "Flat Iron" Building, Hoffman House, Fifth Avenue Hotel

NEW YORK CITY AND ITS INTERESTING FEATURES.



To obtain an intelligent idea of Greater New York it is necessary to see it: an adequate description can hardly be given. While in point of population it is second in size, it is practically the metropolis of the world: its only rivals are the ancient cities of London and Paris. It is a city of the present age, while the latter are mainly interesting from their historic past. Its enterprises, wealth, energy, magnitude, beauty, progressiveness and influence in the commercial world all tend to individualize New York and place it in the lead of the cities of the world. Architecturally it is a labyrinth of tall and massive buildings of noble style and construction. The pulse of Wall Street indicates the financial health of nations. The rush and turmoil in the busy streets down town gives one the impression that each day was the last day, so apparently anxious are the people to get their business finished.

All nationalities are represented, and there is a separate "quarter" for each. It has been stated one hundred thousand strangers come to New York each day, a greater number of which are merely sight-seers on pleasure bent.

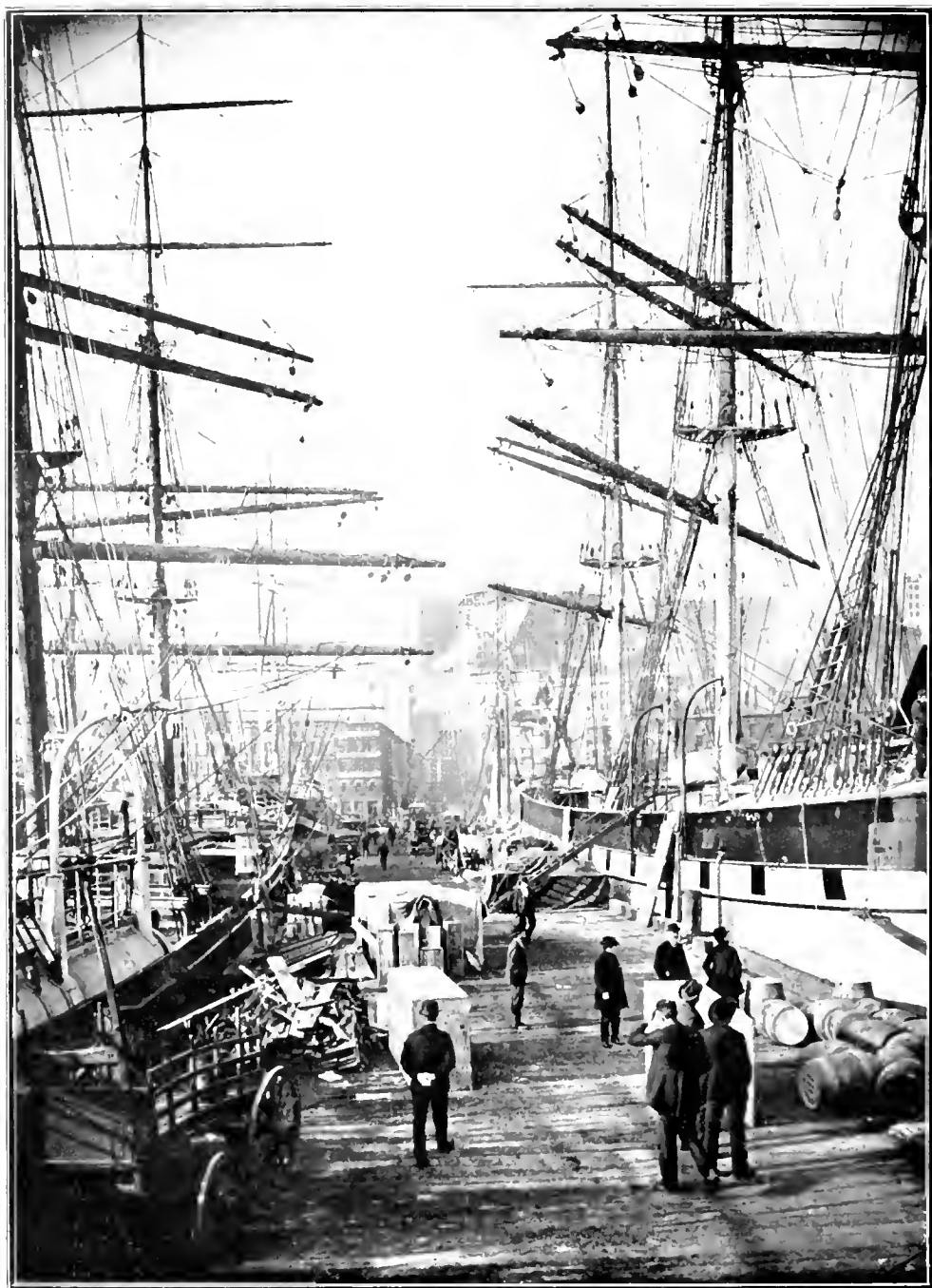
Every modern facility for rapid transit "on the island" has been provided: the latest and most wonderful is the "Subway," with its express trains running at the rate of forty miles an hour. Although the trains of the Subway are crowded at all hours, there seems to be no diminution of traffic on the elevated or surface electric lines. These modern methods of transportation are in strange contrast to the old and dilapidated horse cars which are still in use on some of the cross-town lines. On Fifth Avenue the old and popular "stage" competes with the commodious twelve-seated automobile.

"Seeing New York" is a popular amusement and there are many ways to do it: you simply "pay your money and take your choice."

Entering the city by ferry, at the lower end, the great "Statue of Liberty" stands imposingly on Liberty Island to the south. To the right of it on Ellis Island is the Immigration Depot. East, across the channel, lies Governors' Island, with its fort, Castle Williams. The beautiful bay is enlivened with the most diversified marine craft, from the saucy tug boat to the stately European liner.

The sky line of the lower city is an object of special interest, having no parallel in the cities of the world. Standing monarch of all the high buildings is the towering Park Row Building, which is 390 feet high from sidewalk to top of towers and 417 feet to top of flagstaff, with thirty-one stories. It is the highest office building in the world, but will be superseded by a new building which it is reported will be 565 feet high, exceeding in height all structures made with human hands.

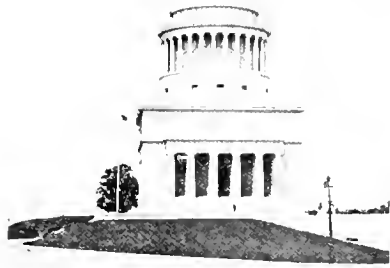
The Manhattan Life Insurance Building on Broadway, near Exchange Place, was the first to adopt the caisson for high building foundation work. It has eighteen stories and is 350 feet high. The American Surety Building at Broadway and Pine Street has twenty-one stories and is 308 feet high. There are many notable buildings in the skyscraper class, among which are the Broad Exchange, Empire, St. Paul, Bowling Green, Washington Life, Commercial Cable, Standard Oil, New York Life, American Tract, World Building, Gillender, Bank of Commerce and Postal Telegraph. Some of these buildings are remarkable for their magnificence. Many others of lesser height are said to equal or probably excel in superb architecture.



THE SHIPPING DISTRICT OF NEW YORK, EAST SIDE.

New York's "squares" are historical and beyond ordinary interest. Madison, Washington and Union squares were once burial grounds or potter's fields, and as population increased they were transformed into public parks. Union Square at Broadway and Fourth Avenue, between Fourteenth and Seventeenth streets, has numerous statues and fountains. The plaza north of the park is a favorite place for outdoor political gatherings and mass meetings.

Madison Square is practically the heart of New York. It is bounded on the south by Twenty-third Street, which is the principal cross-town thoroughfare and the main entrance to the city by the big trunk lines



JEFFERSON MEMORIAL RIVERSIDE DRIVE

various equipages. The Art Museum and the Obelisk are the special features.

Riverside Drive, along the Hudson, affords the most beautiful view of the river.

Fifth Avenue is the great thoroughfare which represents more money than any single street in the world. It is the street of fashion of the new world. Here are the costly mansions, hotels, clubs, churches, libraries the grand promenade for six miles. A stranger should never come to New York without riding the street from end to end with a competent guide to point out each place of interest; then when he goes home he feels he can understand his newspapers better when they chronicle the daily doings of American financiers and fashion leaders in leaded type and columns of space.

There is only one Broadway, and the



WASHINGTON ARCH WASHINGTON SQUARE

from the west and south. Broadway and Fifth Avenue lie along the western side of the park, with Madison Avenue on the east and Twenty-sixth Street on the north. In its immediate vicinity are the Hoffman House, Fifth Avenue, Albemarle and Bartholdi hotels, Madison Square Garden, Delmonico's, and a number of prominent clubs. Many beautiful bronze statues perpetuate the memory of Farragut, Arthur, Conklin, Seward and Worth.

Washington Square, once the center of fashion, marks the southern end of Fifth Avenue, and, it might be said, the northern end of the tenderloin.

Central Park is the great play ground where fashionable children get their airing and fashionable grown people display their



THE OBELISK CENTRAL PARK



FIFTH AVENUE ON ANY ORDINARY DAY

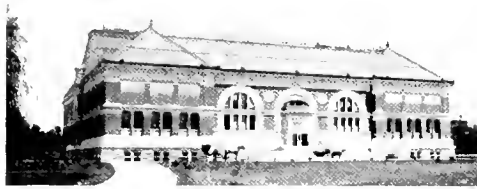


FIFTH AVENUE ON EASTER SUNDAY

average New Yorker is never at home anywhere else. The lower end is a perfect whirl in the daily grind of the wholesale business district. Farther north the retail district, with its stupendous stores of every description, where merchandise is displayed in a most seductive manner, is a blaze of color and activity. Theaters and hotels dot the streets everywhere from Twenty-third to Ninetieth streets. The surface cars rush up and down in an almost endless chain; underneath the Subway; overhead here and there the elevated. New York is ever interesting in and out of season.

It boasts of summer amusements which can be found nowhere else. It has its Coney Island, with its thousand and one ways to spend your money. You can take a boat to almost anywhere if you want to get out of town. But wherever you go, you are never alone, always someone who is doing the same thing.

There's one feature of New York that is bewildering to the visitor. It is the "eating" habit which prevails among all classes. Day or night, summer or winter, one can find a greater variety of cafes and restaurants than anywhere else probably in the world.



ART MUSEUM - CENTRAL PARK

THE BURIAL OF BRADDOCK.

BY CHARLES L. SHIPLEY.

ONE hundred and fifty years ago the 9th of July, 1755—a century and a half—marks the date of the defeat of the ill-fated expedition against Fort Du Quesne—when “Ned Braddock of Fontenoy” marched over the “mountain wall.”

Every student of American history should be familiar with this, one of the most tragic events of our colonial history, the prelude to the great French and Indian War that for eight years—1755 to 1763—deluged our frontiers in a sea of blood and tears.

It is not within the scope of this article to describe in detail the history of this expedition and its tragic sequel. This, the historian of that and future periods has fully delineated its cause and effect, and sufficient it is relate that the defeat of Braddock spread dismay far and wide through the length and breadth of the English colonies that ever memorable summer of the year 1755.

The fight was desperate and bloody. Braddock had five horses shot under him, but he was still too stubborn and proud to retreat before his red-skinned foe. It was while on horseback standing beneath a large tree that stood between the heads of the northernmost ravines, and while in the act of giving an order, that Braddock received his mortal wound—a musket ball through the lungs. Falling from his horse, he lay helpless on the ground, surrounded by the dead and dying. “What is to be done?” he faintly asked Col. George Washington, one of his aides. “We must retreat,” was the answer—“the regulars will not fight, and the rangers are nearly all killed.”

The order was given. Frightened and deaf alike to commands and threats, the regulars broke from their ranks and disgracefully fled, leaving their stores and artillery and even the private papers of their general in the hands of their enemy. “They ran,” says Washington, “like frightened sheep pursued by wolves.” Never was a route more disastrous. Out of 86 officers, 26 were killed and 37 wounded. The killed and wounded of the privates were 714. One-half of these

were supposed to be killed and were stripped and scalped by the Indians.

Not one of his “trained regulars on whom he could rely so implicitly,” and “who had served with the Duke,” could be prevailed upon to stay his headlong flight and help bear his wounded commander from the field. Colonel Orme endeavored to tempt them with a purse of sixty guineas, but even gold could not stay their flight, and they rushed unheeding on.

Disgusted with such cowardice, and his heart swelling with despair, Braddock refused to be moved, and bade his faithful friends who lingered by his side to save themselves. He declared that he would leave his body on the field: the scene that had witnessed his dishonor should bury his shame. With manly affection, Orme disregarded his commands, and Captain Stewart, of Virginia (the commander of the Light Horse attached to the General’s person), with another American officer, hastening to Orme’s aid, his body was first placed in a tumbril and afterwards upon a fresh horse and borne along in the midst of the fugitives. Braddock still essayed to procure an orderly retreat, but the demoralized condition of the army now rendered this well nigh impossible.

With great difficulty, a hundred men, after running about a mile, were persuaded to stop at a favorable spot where Braddock proposed to remain until Dunbar should arrive, to whose camp Washington had been sent with suitable orders. By his direction Colonel Burton posted sentries here and endeavored to form a nucleus around which to gather the remains of the shattered troops, and where the wounded might be treated. But all was in vain. In an hour’s time almost every soldier had stolen away, leaving their officers deserted.

Those making the best of their way off were joined beyond the other ford by Lieutenant Colonel Gage, who had rallied some eighty men, and this was all that remained of that gallant army which scarce six hours before was, by friend and foe alike, deemed invincible. With little interruption the march was continued through that night and the ensuing day till 10 p. m., on the 10th of July they came to Gist’s

plantation, where early on the 11th some wagons and hospital stores arrived from Dunbar for their relief.

Despite the intensity of his agonies, Braddock still persisted in the exercise of his authority and the fulfillment of his duties. From Gist's plantation he detailed a party to return towards the Monongahela with a supply of provisions to be left on the road for the benefit of stragglers yet behind, and Dunbar was commanded to send to him the only two remaining old companies of the Forty-Eighth and Forty-Fourth, with more wagons to bring off the wounded, and on Friday, the 11th, he arrived at Dunbar's camp. Through this and the preceding day, men half famished, without arms, and bewildered with terror, had been joining Dunbar; his camp was in the utmost confusion, and his soldiers were deserting without ceremony.

Braddock's strength was now fast ebbing away. Informed of the disorganized condition of his remaining troops he abandoned all hope of a successful termination to the expedition. He saw that not only death, but utter defeat was inevitable. But conscious of the odium the latter would excite, he nobly resolved that the sole responsibility of the measure should rest on himself, and consulted with no one upon the course he pursued. He merely issued his orders and insisted that they should be obeyed. Thus, after destroying the stores to prevent their falling into the hands of the enemy (of whose pursuit he did not doubt), the march was resumed Saturday, the 12th of July, towards Will's Creek.

Ill-judged as were these orders, they met with but too ready execution at the hands of Dunbar, whose advice was neither asked nor given on this occasion. Thus the great mass of stores which had been brought hither was destroyed. Of the artillery but two six-pounders were saved, the cohorts were broken or buried, and the shells burst. One hundred and fifty wagons were burned; the powder casks were stove in and their contents to the amount of 50,000 pounds cast into a large spring, and the provisions were scattered abroad upon the ground or thrown into the water. Nothing was saved beyond the actual necessities for a flying march, and when a party of the enemy appeared some time after on the scene they completed the work of destruction. It was not until Sun-

day, July 13th, that all of this was finished and the army commenced again its retreat.

Ever since the flight began, Braddock had preserved a steadfast silence, unbroken, save when he issued the necessary commands. That his wound was mortal he knew, but he also knew that his fame had received a not less fatal stab—that his military reputation, dearer than his own life to a veteran, was gone forever. These reflections embittered his dying hours, nor were there any means of diverting the current of his thoughts or ministering to the comfort of his body, for even the chaplain of the army was among the wounded. He praised in the warmest terms the conduct of his officers, and seems to have entertained some compunction at not having paid more attention to the advice of Washington; and we find him singling out his Virginia aid as his legatee, bequeathing to him his favorite charger and his body servant, Bishop, so well known in after years as the faithful attendant of the patriot chief.

The only allusion he made to the fate of the battle was to softly repeat once or twice to himself—"Who would have thought it?" Turning to Orme—"We shall know better how to deal with them the next time." But Braddock had already done with all future time, and was already entering that calm world where the sound of battles never disturb.

The litter on which he had been borne was set down, and his remaining officers gathered sadly around it and watched the last death struggles of their ill-fated commander. A brief farewell—a faint gasp—a weak struggle, and Braddock lay a corpse in the forest. Thus at about 1 o'clock in the morning of Monday, July 14th, honorably died a brave old soldier, who, if wanting in temper and discretion, was an accomplished officer according to the school he was drilled in. The uttermost penalty that humanity could expect he paid for his errors, and if his misfortune brought death and woe upon his country it was with no shrinking upon his part from what he conceived to be his duty. He shared the lot of the humblest man that fell by his side.

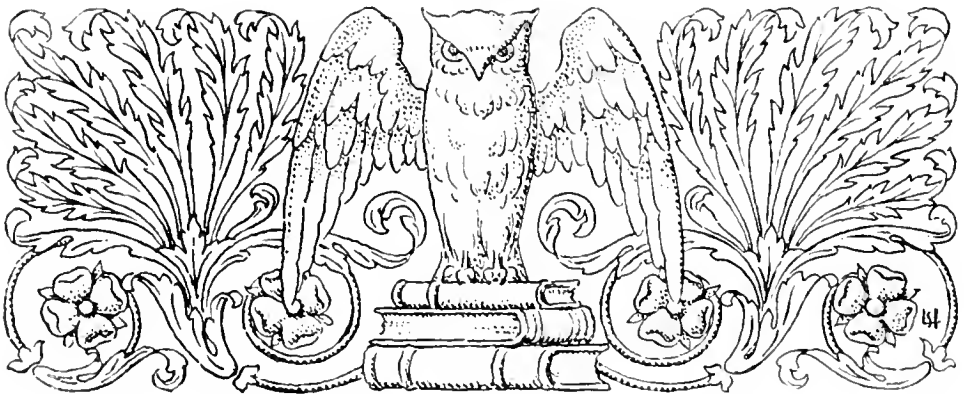
A grave was hastily dug in the center of the road to conceal it from the Indians, into which, with his sword laid across his breast, he was lowered. Washington read the Episcopal burial service by torchlight over him, the deep tones of his voice interrupted only by the solemn amen of the

surrounding officers. The motionless torch-bearers; the encircling forest, with its dimly lighted corridors; the long line of receding bayonets flashing in the dim light; the uncovered officers; the open grave, beside it the pale face of the sleeper, combined to form a scene at once picturesque and solemn, and never to be soon effaced from the memory of those who witnessed it.

A mark was left to designate the spot, and the army again defiled through the forest. An order was given to pass the troops and the army train over the place of his interment, in order to efface any marks by which hostile hands might be enabled to disinter and insult his remains.

Alone the defeated warrior lay in his rude grave, safe from the mortification and anguish that awaited him in the settlements and in the army. Tradition says that in his dying hours Braddock could not bear the sight of a red coat, and that with his last breath he deplored his insults to the Virginia militia, who, under Washington, had covered his retreat and lost nearly their whole number. The place of his interment can still be seen, a few yards north of the present National Road, between the fifty-third and fifty-fourth mile from Cumberland, and about a mile west of the site of Fort Necessity at the Great Meadows.

NOTE—Fort Necessity is on the old National Road three miles from Ohio Pyle, Pa., on the main line of the Baltimore & Ohio Railroad. The city of Braddock, Pa., ten miles from Pittsburg, was named after General Braddock. Fort Hill, erected during the French and Indian War, can be seen from the cars of the Baltimore & Ohio Railroad.



WILLIE'S CANNON.

BY S. E. KISER.

Willie found a piece of gaspipe
And an old three-cornered file,
And he said: "Gee, this is great!
Now the Fourth I'll celebrate
In a fine and noisy style."

Willie was a born inventor;
He could take a piece of twine
And a common spool or two
And construct things that were new
Or unrivaled in their line.

Willie filed upon the gaspipe
Till a hole was brought to view;
Then he made a plug to go
Snugly in one end and, oh,
He was happy through and through.

Willie jammed it full of powder
And then put the thing away,
Ready for a grand salute
When he might go forth to shoot
On the nation's natal day.

Willie wasn't blown to pieces
He possesses eyes and ears;
All his toes are where they grew,
He has all his fingers, too,
But his parents are in tears.

You, no doubt, supposed the cannon,
When 'twas fired off, would burst;
Well, it did, but Willie slept
While his little brother crept
Slyly out and tried it first.

AN INDIVIDUAL ITINERARY.

AN editor of one of Philadelphia's evening dailies had occasion to send his daughter to Pittsburg to visit relatives, and being unable to accompany her and describe the interesting features of a daylight ride over the Baltimore & Ohio Railroad, had a descriptive itinerary set up in long primer type and printed on a sheet eighteen inches long and six inches wide for convenient use.

The idea was certainly novel as it was purely a personal matter. The following was the description given:

POINTS OF INTEREST AND BEAUTY ON THE B. & O.

POINT OF ROCKS.

You strike the main line of the B. & O. here, the line that used to carry travelers from Baltimore to the West without touching at Washington



THE CHESAPEAKE AND OHIO CANAL
AT POINT OF ROCKS.

before the Metropolitan or Washington branch was built. You get your first good view of the mountains from here.

HARPER'S FERRY.

This is one of the most famous of places in America. It is the northern gateway of Virginia. It was here John Brown led his small handful of men from Pennsylvania, and started war in Virginia for the purpose of freeing the slaves. They captured the arsenal there, but Governor Wise, of Virginia, called out the State militia, and the government sent the Washington Grays from the capital. Your mother's brother, George, was a member of this troop. John Brown killed some of the Virginians and the soldiers killed some of his men. He was captured and hanged at Charlestown. This happened in 1859, a year before Lincoln's election, and it helped bring on the great war. It was during the war the Northern soldiers and people sang—

"John Brown's body lies mould'ring in the grave,
His soul goes marching on."



OLD NATIONAL BRIDGE, CUMBERLAND.

The Potomac River here separates Virginia from Maryland, just as it goes down in Charles County, at Rock Point. Before the war old Virginia was even a greater state than it is now. It stretched far east of Harper's Ferry, almost to Hagerstown, always keeping on the south bank of the Potomac, while Maryland bordered the north bank. But when the war broke out the people of the northern and western parts of the state cut loose from the rest of Virginia and formed a new state called West Virginia, with the capital at Charleston, a town lying out in the mountains westward toward the Ohio River. This is not the town of Charlestown where John Brown was hanged, which lies a few miles southwest of Harper's Ferry, also in West Virginia.

At Harper's Ferry you will see two great heights, the faces of mountains on opposite sides of the Potomac River. One is called Maryland Heights and the other Loudon Heights, the latter being in Virginia.

CUMBERLAND.

This is the second largest city of Maryland. It is near the Pennsylvania state line, and in less than half an hour after you leave it you are traveling through the southern border of Pennsylvania, across the great Alleghany Mountains, and you never leave the Keystone State in the rest of your journey to Pittsburg. I think the grandest view of all is obtained after you leave Cumberland. It is here you begin to cross the Alleghenies. You seem to be traveling over the tops



OHIO PYLE, PA.

of great billowy mountains, and the clouds are away off below you. It is one of the grandest views of all the grand views on the B. & O. Take in all this scene, Majorie, for it is one you will never forget. It is like soaring through the clouds. I can never forget the first time I traveled over this route. I shall ever regard it as one of the sublimest of views on the eastern part of the continent. The countless sugar-loaf tops of mountains, the vast stretch of their lofty grandeur, with the fleecy clouds hovering around and about them and filling the crimps and dimples of their peaks, present one of the most stupendous prospects of sublime beauty in the world, the charm of which will linger in the memory forever. Do not neglect this scenery, though you miss everything else.

URSINA.

This is in Somerset County, Pa., and near the place where I lived for a year as a boy. They were just building this branch of the railroad then.

OHIO PYLE FALLS.

On the Youghiogheny River. The people of Fayette County call it the "Yough" River.

CONNELLSVILLE.

You are now across the Alleghany Mountains, in the largest city of Southwestern Pennsylvania. You reached their westward slope at Ursina. All the rest of the way to Pittsburg is a gentle down grade. At Connellsville you begin to see the coke ovens and iron mills, and you skirt along close to the Monongahela River and through a region where you said, "I don't want them to burn my coat." Your journey to Pittsburg is now through smoke and dust, the like of which you never heard outside of Dante's *Inferno*. Great clouds of grime and smoke will almost shut out the light of day, getting worse and worse as you near Pittsburg. Bells will be clanging and whistles will be shrieking, but not for you; they do it anyhow. Railroad tracks with enormous rows of freight cars of all kinds will stretch before your eyes on each side of your train, and the sound of great steam hammers, of ringing anvils and ponderous cranes, and the snorting of donkey engines, and the roar of great engines, the hoarse screams of locomotives and the continued whirr of many wheels will almost shut out all other sounds from your ears, and you can hardly hear yourself think. Do not be alarmed. They do that always there and the people are used to it. Finally you will pull into Pittsburg, and Aunt Ada will meet you there, and Uncle Tom, also.



SIGN WRITING.

BY F. J. YOUNG.

THE writing of advertisements has grown into a profession, but the older business of sign painting has not advanced so far. While some give considerable thought to the arrangement of the matter on their sign boards, others seem to think that anyone with a pot of paint can do all that is necessary to call attention to their wares of business, and we often see some funny combinations.

Originally signs were intended for those who could not read, and the design used was meant to attract and be remembered. The striped pole, adopted when part of the barber's trade was to bleed customers, and the wooden Indian of the tobaccoist, are the most conspicuous of the survivors of this custom, although the latter is becoming rare, and "Tonsorial Artists" with "Hair Cutting Emporiums" have largely supplanted the old-style shop.

In Eastern Pennsylvania some of the old taverns still go by the names by which they were known in colonial times. In one county signs bearing the picture of the "Black Bull," the "Turk's Head," the "Green Tree" and the "King of Prussia" still swing, and every drover or cattle dealer who has gone to Philadelphia in the past century and a half knows of the "Black Horse Tavern," a few miles out of the city.

Some signs we daily pass are amusing, although not meant to be. While Mr. Johnson's roughly painted board says: "Going out to do white washing Done here," he did not put it up to amuse the passerby. On a prominent street is a shoe-shining "parlor" with the placard on the door: "Shoes shined outside inside," and in the same block a rival announces himself as "King of the Shiners." Two people in the same building display signs side by side; one is "Crabs and Clams on Ice"; the other is "Floral Wreaths for Funerals made to order." As many people cannot eat sea food without trouble, this combination is a suggestive one. A small factory in a side street makes "Boxes all sice," while "The Hat Box" is expressive and tells its story in a few words. On the window of a saloon is a picture of a foaming glass of beer, with the legend: "Wanted one thousand Men to unload Schooners" and, to

prevent any misunderstanding, in smaller letters: "The Biggest Schooner of Beer in Town for 5 cents."

A confectioner says he sells "Hot Ice Cream Puffs"; near is the "Old Fashion Home Made Bakery," and a well-patronized lunch room is known as "Another Place to Eat." The window of this place recently bore the invitation: "Come in and get a good meal, the more you eat the more money we make, and it is your duty to patronize us." A piece of current slang is "to feel like 30 cents," but one lodging house wants only cheaper men if the sign "Lodging for 15-cent men" is to be taken literally. Another is a "Transient Boarding House."

A tailor announces he is a "Creator of Men's Garments"; and a man in the same business says he is an "Architect in Men's Apparel." A prominent seaside resort displays a sign at the end of a board walk at the wharf: "This walk is exclusively for steamer's use." When we see that Mr. Clokey deals in men's clothing, that Mr. Needle is a tailor, as is Mr. Sheers, that Mr. Hackney keeps a livery stable, and Mr. Goldsmith is a jeweler, we are reminded that many names originated with the trade or occupation of the bearer. One would think the days of slavery had returned to see that Egyptian Chiefs are for sale in a cigar store, and the same idea is suggested by the boards put on vacant lots by the real estate men:

FOR SALE

JOHN SMITH.

A very funny picture originated from one of these signs: Three pretty young girls ranged themselves behind a large board which concealed all but the upper part of their bodies and were photographed with the sign which read: "This choice lot for sale." Some who do not like to describe themselves as undertakers claim to be "Funeral Directors," and one man who dislikes both terms says he is a "Bury-illist," while another is a "Mortuary Conductor."

Baltimore, for some reason, leads other

cities in its enterprising undertakers and graveyard promoters. Street car cards tell of a lovely, cosy, shady cemetery, while a certain energetic mortuary conductor on an adjoining card says he can furnish you a first-class, elite funeral for £75, which includes a fine silver-mounted black casket, shroud, hearse, four hacks, bunch of flowers on door and grave dug and body embalmed—lady embalmers. It almost makes one want to die at the price. The rivalry among the undertakers, as indicated by their great 20 x 10 foot painted bulletin

boards, with pictures of the cemetery and long line of carriages, has occasioned some discussion as to whether Baltimore was too healthy or the business in this particular line was unusually good.

The legend on a window is "Hard cider, soft drinks and stationery"; another is "I am going to put my name above the door." What he meant I don't know, as his business was not stated nor the name given.

As shown by these few selections, the field for improvement in this ancient art is as large as there are individuals.

EDITOR'S NOTE.—The above is very remindful of the fish story, which is always appropriate when the subject of advertising, in any form, is being discussed:

Once upon a time a tavern keeper near the seashore, who dealt in fish, was told by one of his patrons he ought to display a sign to the public announcing that fact.

Accordingly, he had an elaborate sign painted to hang over his door. On the sign was a beautifully colored fish and underneath it the words "Fresh Fish For Sale."

One day while he was standing in front of his place admiring his new sign, a drummer came along and, attracted by the sign, put down his grip and stood in silent contemplation.

"Well, John," said the tavern keeper, "how do you like my sign?"

"Foolish," replied the drummer; "cut out the word 'Fresh,' or people will think you are an ass."

The tavern keeper agreed with him and had the sign corrected.

A day or two later drummer No. 2 came along and

the tavern keeper, as before, happened to be in front of the tavern. Drummer No. 2 went through the same pantomime as drummer No. 1. With some misgivings the tavern keeper asked him what he thought of his sign.

The drummer shook his head: "Superfluous," said he. "The word 'Fish' should be cut out, as the picture of the fish itself, just above, tells the story."

Dismayed, the accommodating boniface painted out the objectionable word, and wondered that he had not thought of it himself. It gave him much concern, however, and not long afterward he was standing in front of his place thinking about his sign when one of his best patrons came along and noticed the change. With a feeling of pride the tavern keeper called attention to the corrected mistakes in the original sign, hoping to elicit the approval of his old friend. His friend shook his head and the proprietor asked him what was the matter now.

"Why any fool would know you do not give your fish away. Cut off the words 'For Sale,'" was the reply.

Enraged, the disgusted proprietor got his axe and smashed the sign to smithereens.

Moral—It is easier to criticize than create.



HUMOR AND THE HUMORIST.

FAST TRAVELING.

Apropos of the remarkably fast time now being made between New York and Chicago on regular schedules of 18 hours, the following contribution has found its way under this heading, without the slightest intention of being humorous. In fact, it is serious and truthful and goes to show that in the last 74 years railroads have been gaining in speed nearly one mile an hour each year. At the same ratio, to keep up the record, we ought in 1931 to be able to travel about 113 miles an hour and in 1979 about 161 an hour, as a regular thing.

Mr. Gales, editor of the "National Intelligence," writes October 31, 1831, giving an account of his journey between Baltimore and Ellicott's Mills, on the Baltimore & Ohio Railroad.

"We traveled in a large car drawn by one horse, carrying eight or ten persons.

"In the distance between Baltimore and Ellicott's Mills, the horse was changed once, going and coming. In going we did not accurately reckon the time, but in returning, the whole distance of 13 miles was performed in 39 minutes—the limit to the speed being the capacity of the horse in trotting, rather than the labor he was tasked to perform. The locomotive steam machine, in the train of which cars loaded with persons are occasionally drawn, as well as those loaded with the materials of commerce, is propelled at about the same rate, and might be propelled much more rapidly if it were desirable. But for our part we have no desire ever to be carried by any mode of conveyance more rapidly than at 13 miles the hour. A much greater speed we are satisfied would be attended with considerable liability to accidents, and with no little injury to the road. Even at that speed the greatest care and circumspection are necessary, and we do not think we should feel entirely safe, under any circumstances, in traveling on a railroad by night at any thing like that speed.

"As a great highway of commerce the canal is beyond comparison. The canal is far superior to the railroad in reference to economy, accommodation and general adaptation to the wants of the country.

"It will require great care to guard against accidents. For ourselves we met with no accident of any sort. One of the cows, which we overlooked, cast a suspicious glance towards us as the car rapidly passed her, which filled us with a momentary alarm lest she should attempt to cross our path, but luckily, she took a direction from the road."

THE HILARIOUS UNDERTAKER.

One of the country's optimists who really works at the trade after sixty-one years of life, including forty of hard work behind the pen and the footlights, is Rev. Robert J. Burdette, known everywhere as "Bob" Burdette, who made the "Burlington Hawkeye" famous years ago. One of the most especial of the sunshiny man's many especial friends is the solemn-eyed James Whitcomb Riley of Indianapolis. The two are as widely divergent, from the standpoint of types, as two men could be. And yet there is in each a wonderful appreciation for the other and a common ground of sympathy that is indestructible. Whenever the two can get together they do so. And once when Burdette had an open night in his lecture season, and was but a hundred miles or so from Indianapolis, he followed his usual custom under such circumstances and ran in to see his old friend.

They spent the evening and most of the night in each other's society. About 2 o'clock in the morning Burdette said:

"Well, Jim, I've got to be getting to bed, if I'm to lecture to-night."

"All right, Bob," said Riley, reluctantly, "but before you go I want you to go with me a little bit around the Circle to see something I always look at before I go to bed, just to cheer me up."

"Very well, Jim," said Burdette cheerily, "let's go."

A short distance from the hotel they came to an undertaker's shop that stood flush with the pavement. The light was burning inside and the shirt-sleeved night man was sitting with his back to the window reading.

"Now," said Riley, in his quaintly, droll manner, "your eyesight's better'n mine, Bob, you just step up there an' see what that feller's reading."

Stepping close to the window Burdette peered at the paper awhile and said: "Its name is 'The Casket,' Jim."

"'The Casket!'" exclaimed Riley, in well-feigned horror. "Great heavens! That man's gettin' hilarious—he must be drunk. He's generally readin' 'The Shroud.'"

TWO JAG STORIES.

"I don't usually tell stories of drunks," said the Temperance Advocate as he unbent after his stilted oration on the evils of intoxicants, "but despite the prejudice I have against the stuff and the usual demonstrations of its effect, I have enough of the saving sense of humor to recognize, and enough honesty to admit, that when in liquor men do and say some amazingly funny things that no sober man ever would have thought of:

"Once last winter in Harrisburg, Pa., I was riding to the theater where I was to deliver an address, when I noticed a man standing near me, holding to a strap. Even with the help of the leather he was hardly able to keep his perpendicular position.

"Near him stood a little, frail old lady with a basket on her arm. She was having even greater difficulty in keeping her feet, as the car went about curves or suddenly started and stopped.

"The intoxicated man noticed the old lady, and his heart went out to her. He was fully drunk enough to cry over the death of his great grandmother, and one could see the compassion shining in his dulled eyes.

"At length he said to a large, fat man who occupied a whole cross seat that was intended to accommodate two:

"'Sense me, shir, but zhis lady's shitan'in' up an' you've got room f'r'r.'"

"The fat man paid no attention.

"Again, in his maudlin but earnest way, he called the selfish sitting man's attention to the old lady's predicament.

"No results. At last, a little impatiently, he shook the fat passenger's shoulder and repeated what he had previously said.

"At this the fat man turned and indignantly remarked:

"I wish you'd not disturb me, if you please. You're drunk."

"'Yesh," said the drunk man, reflectively, and cheerfully, "I know I'm drunk, but I'll get over it. But you're a damned hog an' you'll nev' git over it."

"And no one joined more heartily than I in the applause that drove the fat man from the car."

"Another incident that fell under my observation was of a slightly different character. A little village, that boasted but one genuine dyed-in-the-wool, blown-in-the-bottle drunkard, held also a very excitable woman who was the mother of a very mischievous boy.

"One day while the drunkard was at the neighboring county seat getting his hide full of brain-stealer, the little son of the excitable lady strayed away to the surrounding country and was lost.

"A search followed, fruitlessly. And when at night the man of bibulous habits returned with his alcoholic burden, Mrs. Ward rushed up to him, wringing her hands and crying:

"O, Mr. Carter, my little Henry's lost and I can't find him anywhere. We've looked everywhere—

"Stoo bad, Mizh Ward. Looked ev'where, eh?"

"Yes, yes, Mr. Carter, we've looked everywhere—ev'ry-where?"

"Stoo bad, stoo bad, Mizh Ward. But maybe y'aint looked quif' ev'where. Have y' looked in th' index?"

ON EARLY LOVE.

BY STRICKLAND W. GILLMAN.

Once my Feet and I were Accustomed to attend the rural Brain Dispensary.

I call it a Dispensary because the Teacher (she was a long-legged Man, in those Primitive days) Dispensed information during the autumn and the Big Boys dispensed with Him before spring.

While attending this institution of Yearning I had my first attack of Love.

The Nectarine was the Squintessence of chubby Saccharinity, and I had it Bad.

When She was with the common little girls She looked like a Gold Dollar among a lot of Worm Lozenges.

I used to lie Awake half the night wondering what Else I could do for Her next day.

The last thing at dark after I had locked the Smoke-house and carried in the Stove-wood and kindling and had laundered the Factory-sites from my Underpinning, I would go and stand in the Tansy-bed and peck through the Palings toward Her house, where the Coal-oil lamp was burning in the Kitchen.

As Her mother walked back and forth between the Lamp and the window, making the light disappear and re-appear, I played it was Jule winking at me.

That gave me queer, crinkly feelings up the Spine of my Back.

Once while I was standing there in the Tansy-

bed a Toad hopped up on one of my feet and it almost Scared the Toad to death.

Then in the morning when I woke from troubled dreams of Her I would slip into my blue overalls, slide my one Bed-ticking Gallus over my shoulder, Sneak to the cellar and go over all the apples in the barrel, yet again trying to find a still Redder one than I gave her yesterday.

Once when I had Eaten something that I longed for its Freedom once again, I had a Pam that kept me awake almost an Hour. I thought beautiful Thoughts. I could see me Lying in a large Box with silver Handles and Her looking at my Quiet Face and crying. It was the Happiest moment of my Life, as I lay there Dead. Then I happened to think that I had never read of a case of that kind where the Late Lamented had freckles as big as mine.

She had light blue eyes, lovely white hair, and O so many Teeth. She had so many of them that she Never could Fence them all in at Once with what few Lips she had.

She was very Pleasant because She couldn't help Grinning unless She put Something over Her Mouth.

I used to think, as I looked at Her Mouth, of an old Bantam hen I had once seen trying to Hoyer a flock of Goshings. It was the same sort of Failure.

I wondered if she had Taken Her face apart some time like I did with my Waterbury watch, and couldn't get all the Works back in the Case again.

She wasn't freckled like other Children. Her freckles were smaller and looked more like Nutmeg grated on Custard.

Yes, She was a very Pretty little Girl.

She was a Swell dresser, but not Proud. There was hardly a Week that she didn't have on a clean gingham apron right out of the Wash, and she changed the Calico string on her Braid twice every School Year.

She never used an old Dirty rag to clean Her Slate, like the other Girls. She took the back part of Her Apron.

I used to sit and Goggle at Her and think what all I'd give to kiss Her. There was my new Suspenders with the Elastic in them and the Elephant Buckles and the Blue stripes; my new Red necktie; my Mother Goose Book and the candy Apple that was in the Next-to-the-top Bureau drawer.

I used to drink out of the District Tin Cup right after Her whenever I got a chance.

Once when there was a Spelling at night Mother let me go home with Jule for supper. We had Mush and Jule's mother scolded Her for bringing Me.

But on the way Back when we got to the dark place by the edge of Smith's Orchard, I asked Jule if I could kiss her.

She said "Yes, what For?"

And I did. It didn't cost me anything at all. And I still had my Suspenders with the Elastic and the Elephant Buckles and the Stripes, and my red Necktie and my Mother Goose book and my candy Apple in the Next-to-the-top Bureau drawer.

And the Kiss, too.

It would have been a Good Deal nicer Kiss if there had been more Lips and less Teeth. But they were Her teeth.

When her father got a Job as floor-walker in a Saw-mill in the next Township, and they moved Away, I thought I'd die. I Wanted to.

My father helped move them and when he came Back I asked him how Jule was.

He said "Who's Jule? That Tow-beaded bunch o' Teeth, with th' blue apenn an' th' skim-milk Eyes?"

I didn't speak to my Father for two Hours afterward.

In three weeks I had forgot Jule, and was carrying Red apples to another Apricot that I had previously Overlooked.

Mormons are Easily Understood, by Men.

P. S.—Last winter I saw Jule again. She is, without any Exception, the Ugliest person I ever saw. When you say Homely, you promote Her. She has to Poultice her Expression at night before she can get any Rest. And her shape is as Lissome as a bale of Hay.

If the average Man married his First Love, there would be a Constant Procession of Human Scarecrows to the Morgue to identify Male Bodies fished from the River.





Stub Ends of Thought

By ARTHUR G. LEWIS.



INDIVIDUAL views inconsistent with personal experience are dangerous clowns in the business arena.

THE present is but the cradle of the future, and to-day's efforts the father of to-morrow's accomplishments.

How often the intellectual powers of the mind are crucified upon the cross of prejudiced custom.

It is better to become the slave of truth than bend to the servitude of deception.

A WOMAN never controls a man until she is reconciled and willing to have a man control her.

A GREAT deal of business revenue filters through the inexperienced fingers of subordinate opinion.

A WOMAN may shame a man into doing right once, while she can charm him into doing so indefinitely.

WE cannot consistently defy public opinion, or safely antagonize an established code or ethics.

THERE are lots of men who never earnestly approve a thing, unless they proposed or suggested it themselves.

CHILDREN are often the moral safeguard that hold together the friction-worn bonds of matrimony.

SELF-ASSERTION, when backed by knowledge and experience, is both valuable and effective, but without the above requisites it becomes expensive and ridiculous.

GRATITUDE is a four-leaf clover found occasionally in the pasture of unappreciated kindness.

THE influence of a superior woman often lifts an inferior man to her level.

WHILE the appeal to a man's pride may be but temporary, the application to his conceit is everlasting.

MORIBUND confessions often create a condition unexpected and unsatisfactory to both the confessor and penitent.

THERE is a wide line of business worth to be drawn between the accomplishment of dispatch and the misfortune of haste.

THE intuition and advice of a good woman is a first-class harbor to steer for in event of a broken compass.

"AS THE TREES LIVE."

BY ARTHUR G. LEWIS.

As the trees grow, so lives perfect love,
Stronger and firmer each succeeding day,
'Tis only passion flowers, that bloom inconstantly,
And after sunshine dies, sigh and fade away.
As the trees bloom, evergreen in hope,
So doth love its heart-bound offering bring,
And sweetly nourished by the soil of faith,
Lives forever in eternal spring.
As the trees live, so lives pure affection,
Yielding all its joy, sharing all its sorrow,
Holding firm the line of this day's love
To measure the devotion of to-morrow.

TRAINS "EVERY OTHER HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE, PHILADELPHIA AND NEW YORK.

EFFECTIVE MAY 21, 1905.										
EASTWARD										
	No. 504 DAILY	No. 526 EXCEPT SUNDAY & HOUR	No. 522 SUNDAY	No. 522 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 5 HOUR	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY
LV. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.57
LV. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	5.00	9.00	12.39	3.51
LV. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55
AR. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.05	6.00
AR. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.40	8.32
AR. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50		5.40	8.43
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE NOV. 27, 1904									
WESTWARD									
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY
LV. NEW YORK, 23D STREET	11.50	7.50	9.50	11.50	1.50	3.50	5.50	6.50	11.50
LV. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15
LV. PHILADELPHIA	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.36
AR. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.43	4.14	6.09	8.16	10.55	11.32	6.00
AR. BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.35	6.05
AR. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.10	12.10	12.31	7.25
	PM	AM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD							
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED
LV. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	11.50 PM	11.50 PM	6.50 PM
LV. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM
LV. PHILADELPHIA	12.30 PM	2.14 PM	† 5.20 PM	8.35 PM	7.40 AM	7.40 AM	9.30 PM
LV. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.14 PM		10.55 PM	9.48 AM	8.45 AM	11.32 PM
LV. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.41 PM
LV. WASHINGTON	4.05 PM	5.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM
AR. DEER PARK HOTEL	10.12 PM	11.39 PM		7.04 AM	† 5.27 PM	4.41 PM	
AR. PITTSBURG			7.15 AM		7.45 PM		9.00 AM
AR. CLEVELAND			12.35 PM				LV 4.30 PM
AR. WHEELING (EASTERN TIME)		5.35 AM					9.50 PM
AR. COLUMBUS (CENTRAL TIME)		8.45 AM					LV 4.20 PM
AR. CHICAGO		5.30 PM					9.20 PM
AR. CINCINNATI	8.05 AM			5.35 PM		2.35 AM	7.40 AM
AR. INDIANAPOLIS	11.45 AM			10.35 PM			
AR. LOUISVILLE	11.50 AM			9.30 PM		7.10 AM	
AR. ST. LOUIS	6.00 PM			7.28 AM		1.40 PM	
AR. OHATTANOOGA	6.00 PM			6.25 AM			
AR. MEMPHIS	11.00 PM			8.30 AM			
AR. NEW ORLEANS	10.00 AM			8.00 PM			

^A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. ^N Connection east of Philadelphia is made with No. 509, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD							
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM DAILY	No. 14 EXPRESS DAILY
LV. CHICAGO			3.30 PM	10.40 AM			8.30 PM
LV. COLUMBUS				7.05 PM			
LV. WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			11.30 AM
LV. CLEVELAND			10.15 PM		1.00 PM		
LV. PITTSBURG			8.00 PM		9.00 PM		
LV. ST. LOUIS	* 8.54 AM	2.05 AM				* 6.30 PM	1.15 PM
LV. LOUISVILLE	2.10 PM	8.10 AM				9.08 PM	
LV. INDIANAPOLIS	† 2.45 PM	8.05 AM				2.30 AM	
LV. CINCINNATI	* 6.35 PM	12.10 PM				8.10 AM	
LV. NEW ORLEANS		7.05 PM				9.15 AM	
LV. MEMPHIS		6.50 AM				8.40 PM	
LV. CHATTANOOGA		10.40 PM					
LV. DEER PARK HOTEL	6.44 AM	12.42 AM	† 10.25 AM	6.14 AM		8.42 PM	5.16 PM
AR. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	11.20 PM
AR. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	12.25 AM
AR. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM
AR. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 AM
AR. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.40 AM
AR. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	

Through Pullman Sleepers from all points. * Daily. † Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512.** Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 536. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 528. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 534. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.
No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.
No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York.

WESTWARD.

- No. 505.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
No. 517. Drawing Room Buffet Parlor Car New York to Washington.
No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.
No. 537. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.
No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
No. 511. Drawing Room Buffet Parlor Car New York to Washington.
No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.
No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellatre. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Connellsville to Pittsburg.
No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.
No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2.** Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.
No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Connellsville. Dining Car Cincinnati to Grafton.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

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And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent; G. W. SQUIGGINS, City Passenger Agent; E. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIKE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 399 Washington Street, J. B. SCOTT, New England Passenger Agent, T. K. RUTH, Traveling Passenger Agent; E. E. BAREEY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 210 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., WM. TURNER, Ticket Agent.
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Published by the Passenger Department of the
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BACK

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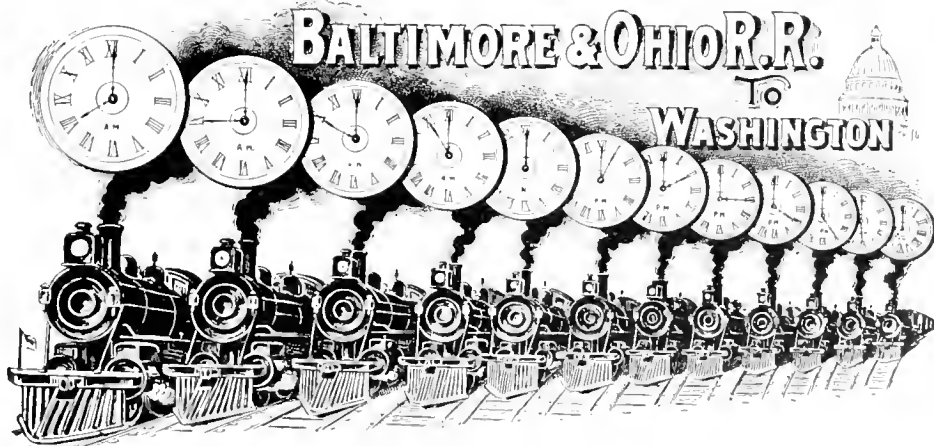
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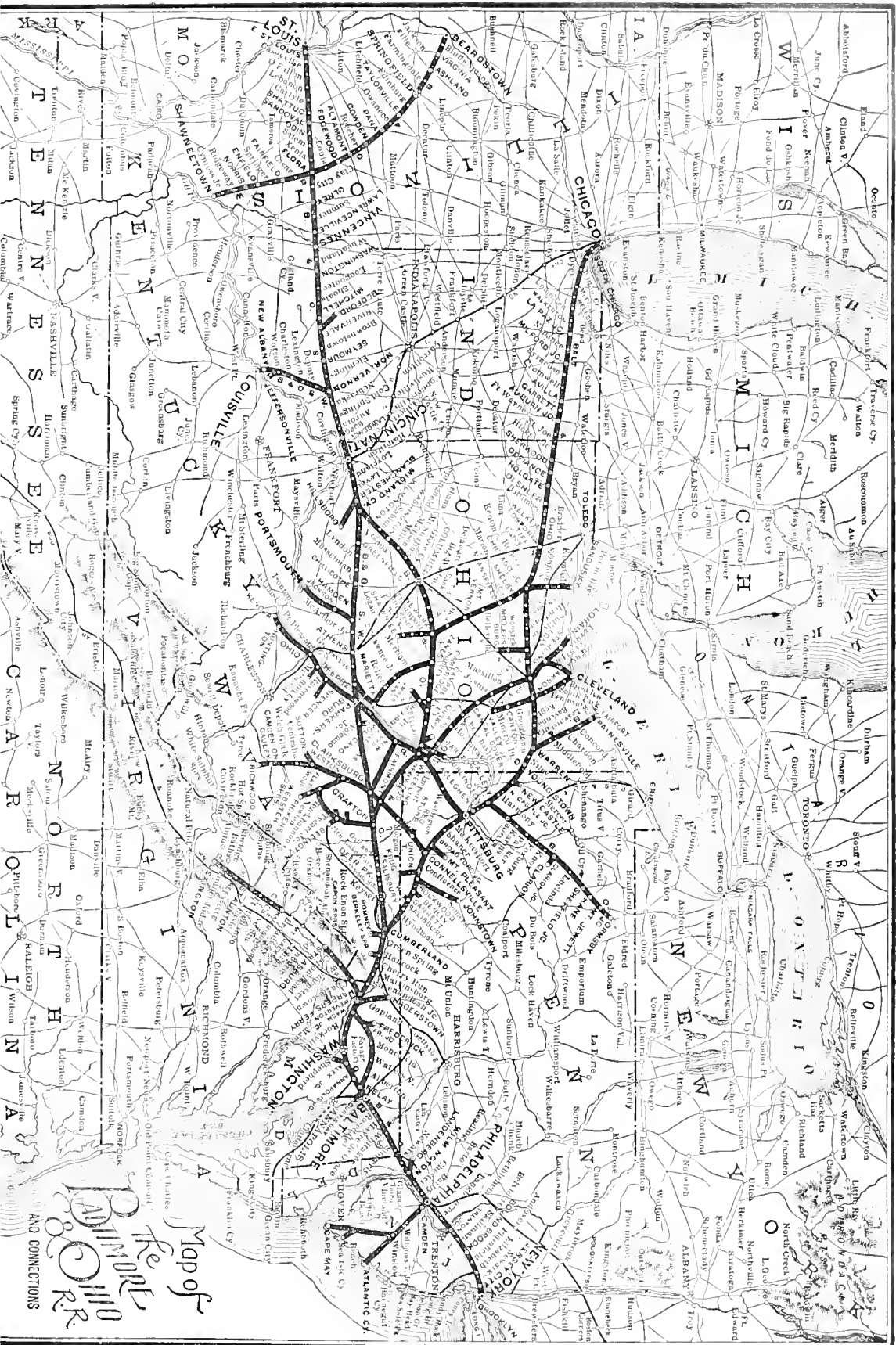
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EAST AND WEST



CALENDAR - 1905



JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
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29	30	31	30
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7	8	9	10	11	12	13	4	5	6	7	8	9	10	2	3	4	5	6	7	8	6	7	8	9	10	11	12
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SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
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3	4	5	6	7	8	9	1	2	3	4	5	6	7	5	6	7	8	9	10	11	3	4	5	6	7	8	9
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ROYAL BLUE TRAINS

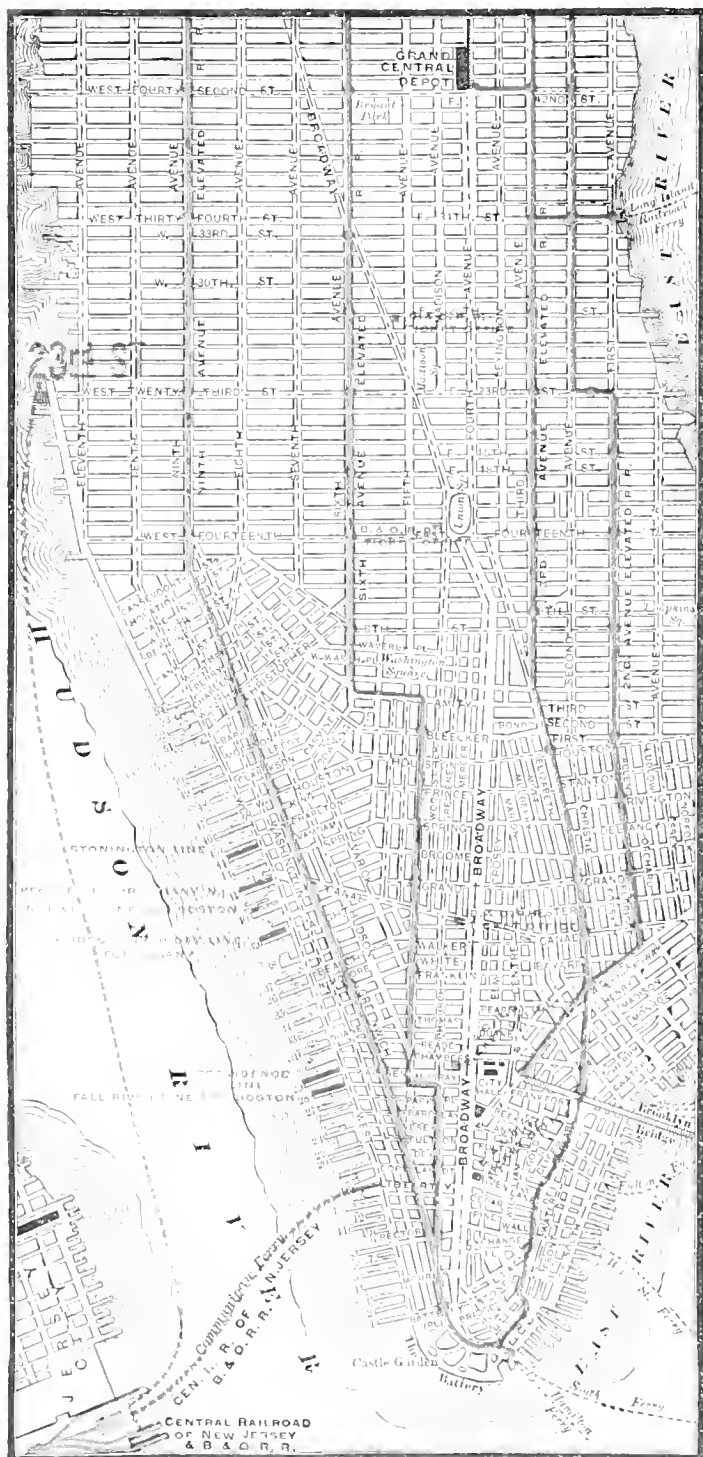
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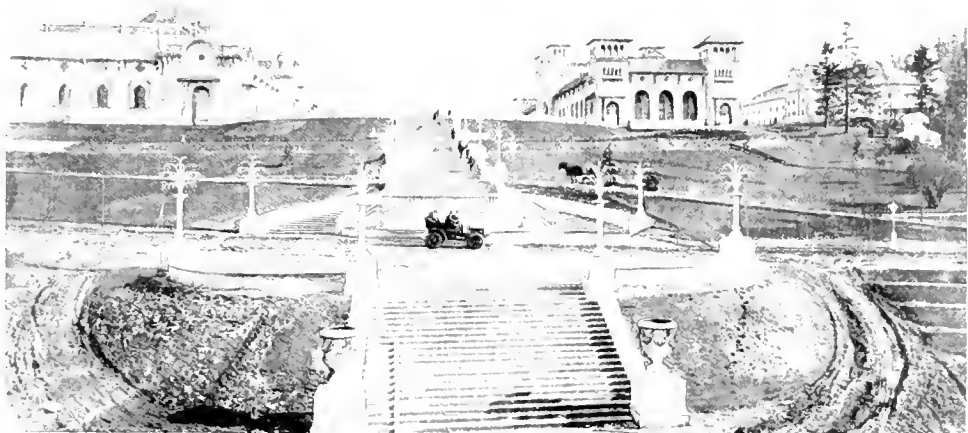
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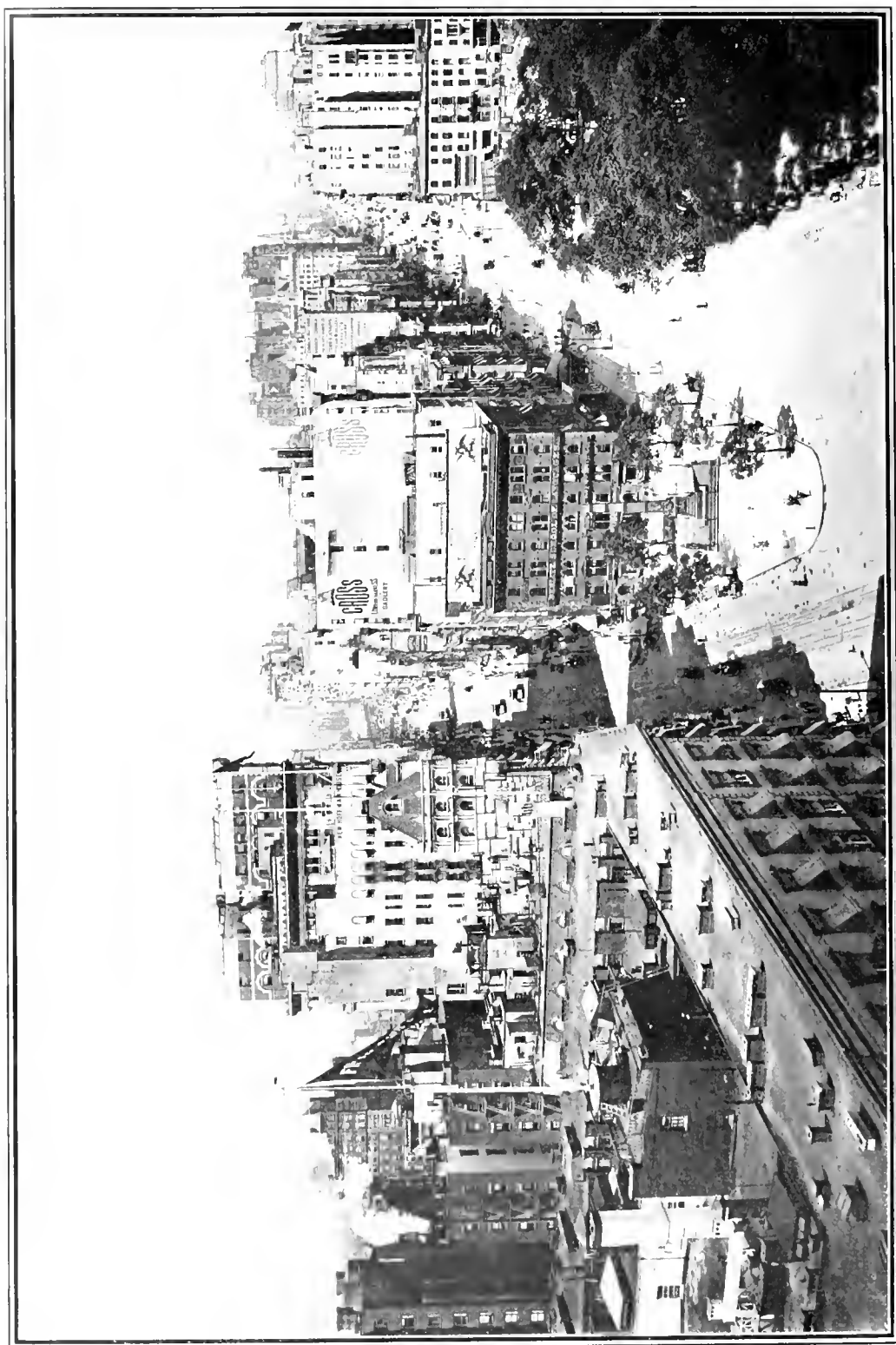
Tickets via direct routes to points named below will be on sale daily until September 29, 1905, inclusive.

Baltimore, Md.	\$73.00	Hagerstown, Md.	\$73.00	New York, N. Y.	\$74.50
Berkeley Springs, W. Va.	73.30	Hancock, W. Va.	73.00	Oakland, Md.	71.45
Braddock, Pa.	67.95	Harper's Ferry, W. Va.	73.00	Philadelphia, Pa.	74.25
Cameron, W. Va.	68.25	Johnstown, Pa.	71.85	Piedmont, W. Va.	72.00
Charlestown, W. Va.	73.00	Keyser, W. Va.	70.80	Rockwood, Pa.	70.80
Chester, Pa.	74.25	Lexington, Va.	72.10	Shenandoah Junc., W. Va.	73.00
Clarksburg, W. Va.	70.20	McKeesport, Pa.	73.00	Somerset, Pa.	70.80
Confluence, Pa.	70.30	Mannington, W. Va.	68.00	Staunton, Va.	73.00
Connellsville, Pa.	69.40	Martinsburg, W. Va.	69.20	Terra Alta, W. Va.	71.25
Cumberland, Md.	72.50	Meadersdale, Pa.	73.00	Uniontown, Pa.	69.85
Deer Park, Md.	71.60	Morgantown, W. Va.	71.15	Washington, D. C.	73.00
Dunbar, Pa.	69.55	Mountain Lake Park, Md.	70.85	West Newton, Pa.	68.70
Fairmont, W. Va.	70.20	Mt. Pleasant, Pa.	71.50	Weston, W. Va.	70.95
Frederick, Md.	73.00	Newark, Del.	69.40	Wilmington, Del.	74.25
Grafton, W. Va.	70.50		74.25	Winchester, Va.	73.00

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BOOK OF THE ROYAL BLUE.

PUBLISHED MONTHLY

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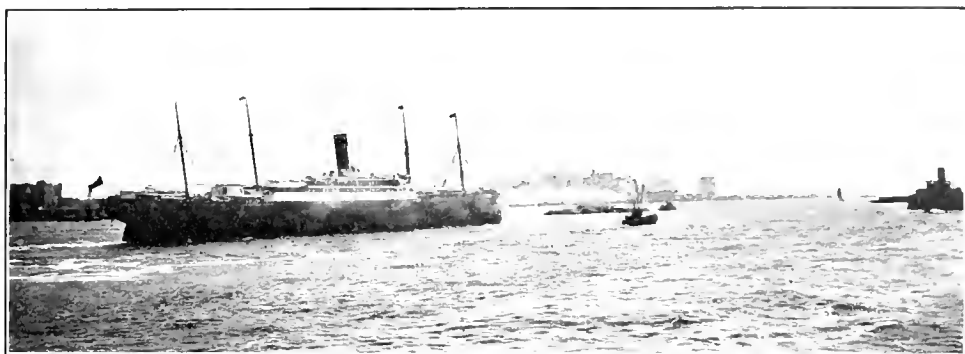
VOL. VIII.

BALTIMORE, AUGUST, 1905.

No. 11.

INTO THE HEART OF GOTHAM.

BY DOROTHY EMILY MILLER.

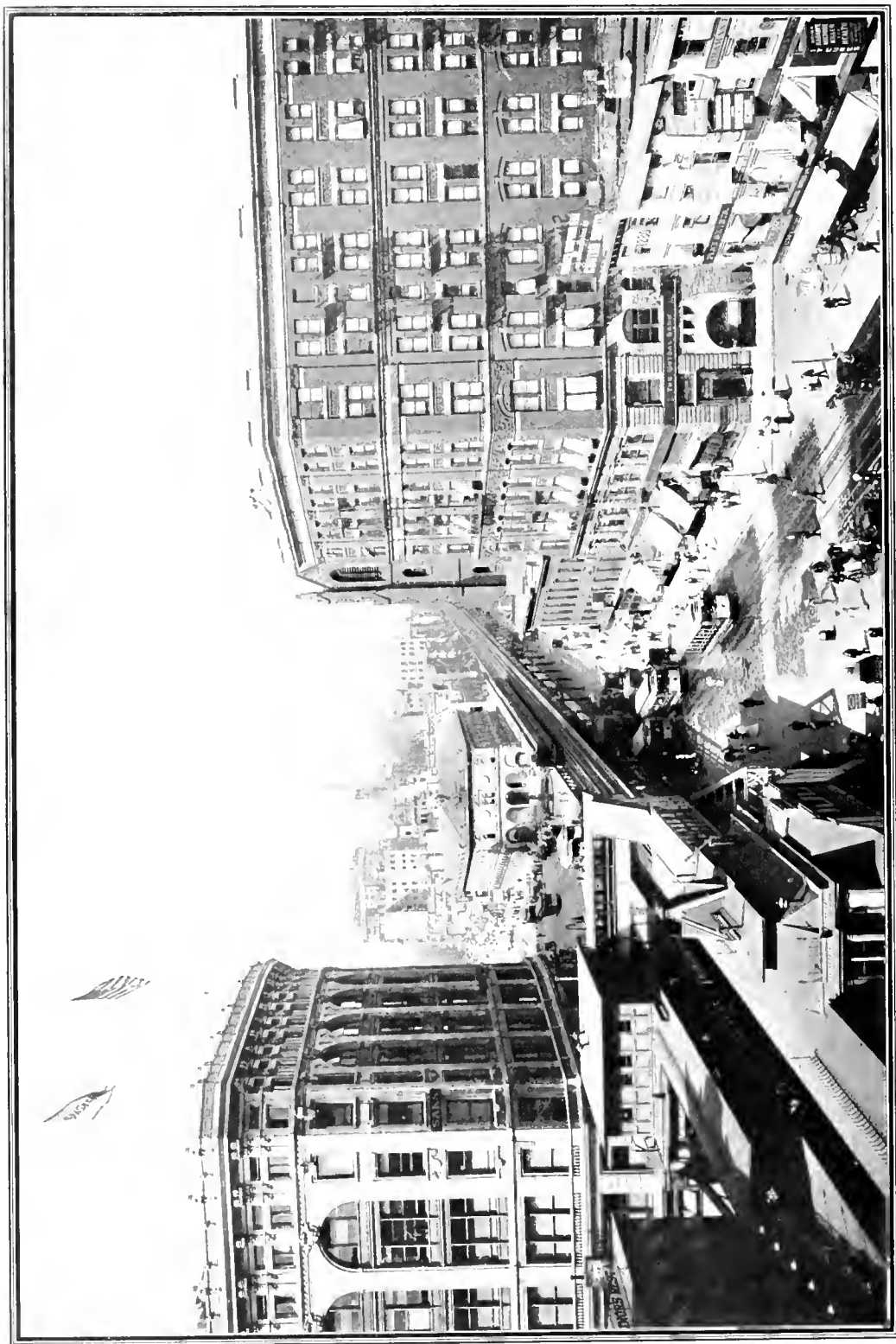


NORTH RIVER, LOOKING SOUTH

IN a humorous sketch in Lee Fairchild's now defunct "Thistle Magazine," that entertaining writer with ponderous levity commented on the moving of New York's business center from its old-time home around Park Place and the Brooklyn Bridge to the vicinity of Madison Square, by means of a parable suggested by the moving of the "Times" from Park Row to Longacre Square. He suggested that New York was wildly excited by the news that the New York "World" meant to have a house-moving time and that the huge, golden-domed building was to be moved on gigantic rollers up Broadway to a new home to the northward, widening and wakening Broadway as it passed along, or something to that effect. Whatever the original meaning of the nonsensical little sketch may have been, there is no doubt of its truth when it intimated that to keep up with the times, the world—New York's business world (and therefore, in many people's estimation, THE world) had to pick itself up bodily and move northward. So now its activity swirls around the

vortex of which Twenty-third Street and the Flatiron Building, with its interesting breezes, is the important center.

From the Battery to Twenty-third Street there are but four other streets that run entirely across the island, from North River to East River. They are: Fulton, Grand, Thirteenth and Fourteenth streets. Each of these streets has, in its turn, been the center of business activity, each in turn yielding the palm to its northern neighbor, then fading into the ordinary, humdrum monotone of a steady routine, leaving it to the latest center to be the exciting center of the whirlpool. This is within the memory of at least one old New Yorker whose grandfather lived in a palatial mansion on Bowling Green, when the center of things pertaining to business was around the Battery. In its upward move, it lingered long and fondly around Park Place and the Brooklyn Bridge, loath to leave its old historical home for streets that were mere pastures or cabbage gardens not so long since. A few years ago Fourteenth Street, then Union Square, deserved the term of



HERALD SQUARE, THIRTY-FIFTH AND BROADWAY

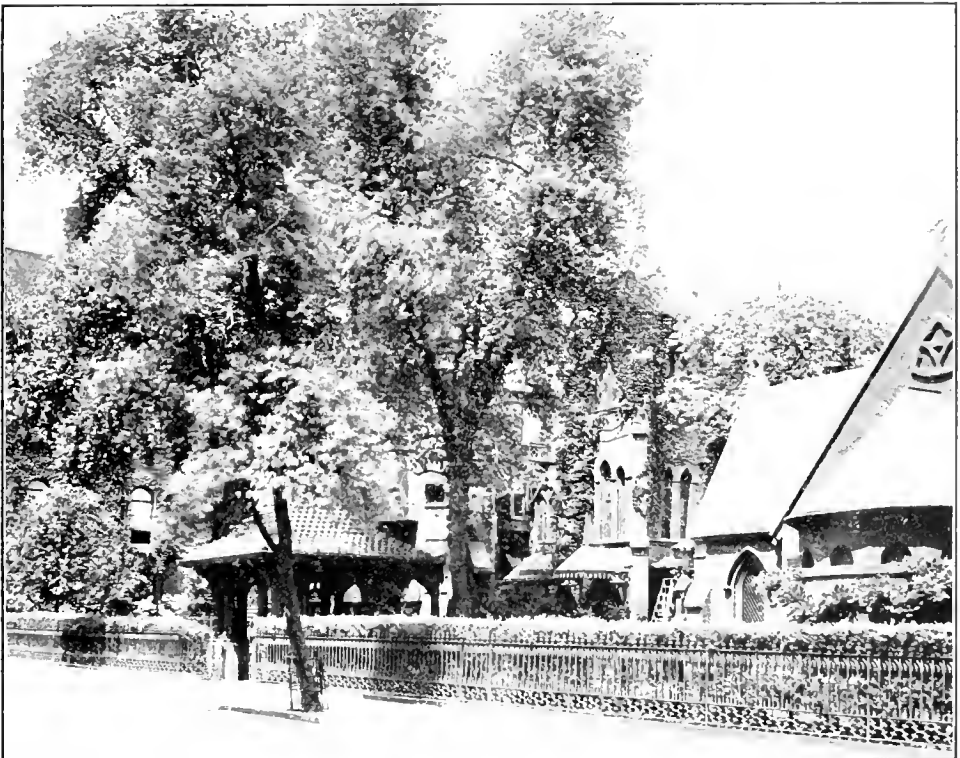


NORTH RIVER, LOOKING NORTH

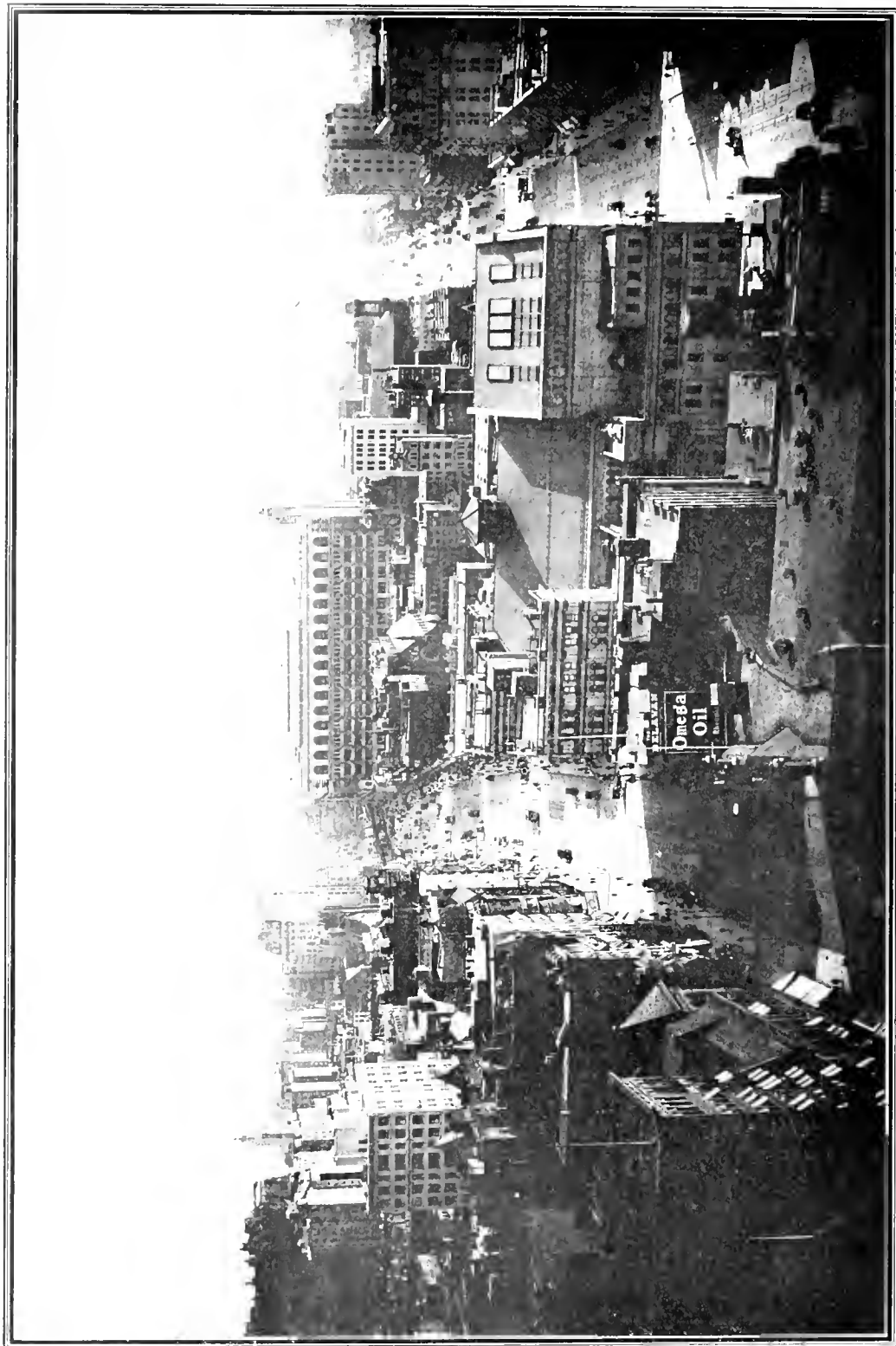
"business center." Now it is Twenty-third Street and the vicinity of Madison Square.

Whether one wishes to leave New York or enter it, the most convenient thoroughfare is Twenty-third Street. Radiating from the Flatiron Building—more properly speaking, the Fuller Building, a name which it never gets—is the shopping district, the hotel district and the theater district.

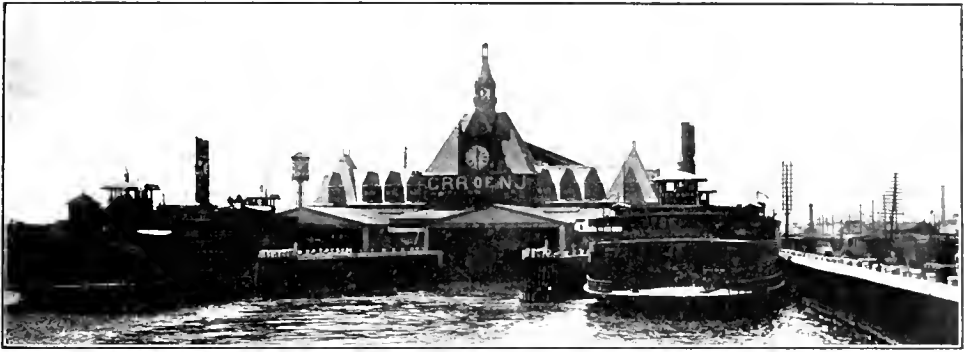
Within a radius of less than a dozen blocks there is more wealth, more business and more pleasure—as the world counts pleasure, and as no other city in this country can supply so well as New York—centered than in any other section covered by the same number of acres. From Union Square to Forty-second Street on Broadway is "Little Old Broadway," as it is affectionately termed by those who love it and know



"LITTLE CHURCH AROUND THE CORNER "



LOOKING SOUTH FROM THE TIMES BUILDING



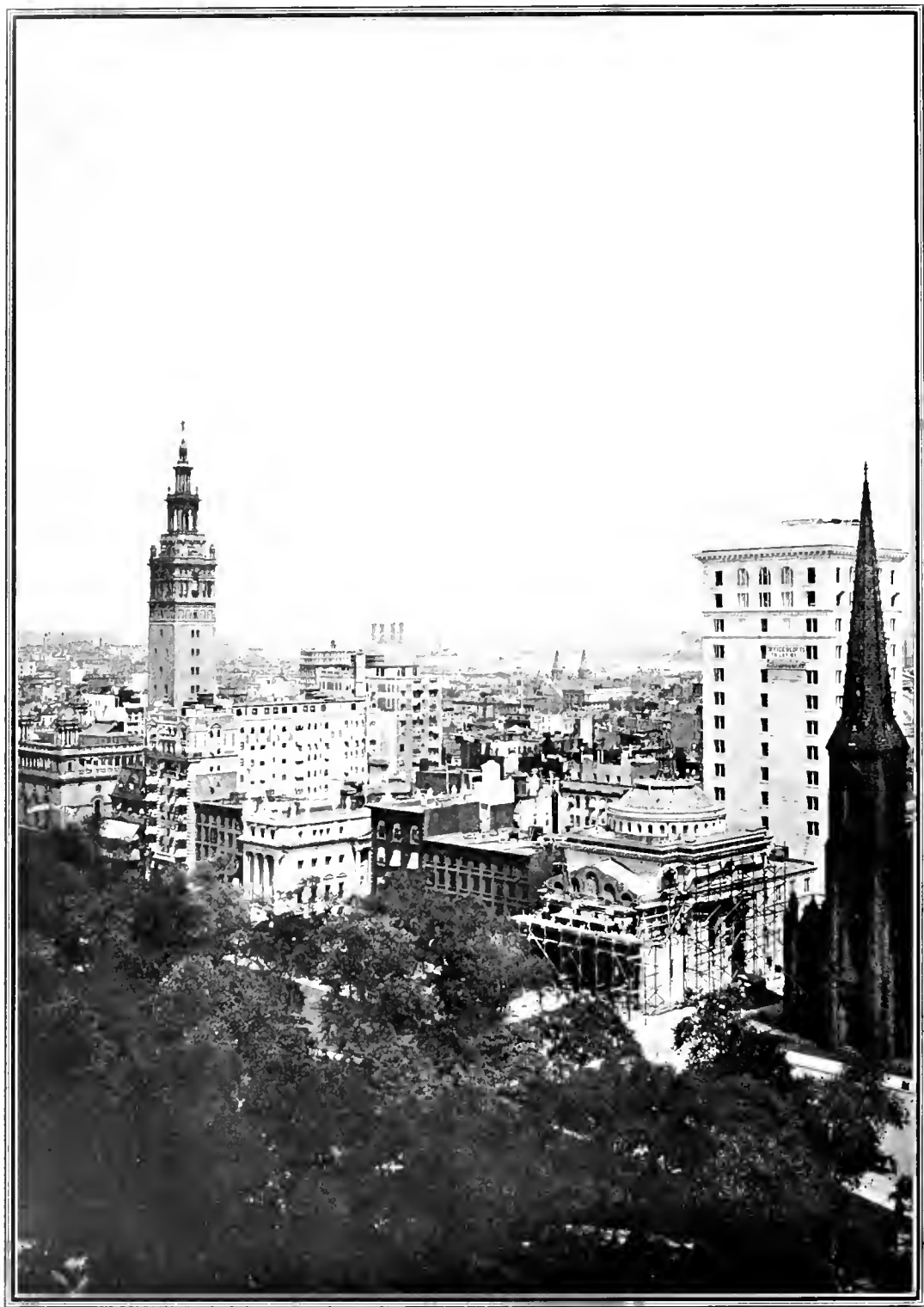
BALTIMORE & OHIO TERMINAL AT JERSEY CITY

it and worship there. It is "The Rialto," where, in the expressive Kipling lingo, "the night is as the day," only more so, a great deal. In this section are about all the theaters, and those that are not on Broadway are within a block of it on an important side street. As if to be good to all these theaters, there are most of the best hotels in the city along the route. Near the Flatiron Building are the old Fifth

Avenue and Holland House; further up Broadway are the Victoria, the Gilsey, the Breslin, the Imperial; the Holland House, in cool exclusiveness; the Waldorf-Astoria, with its hyphenated patronage—they are on Fifth Avenue, while the Martha Washington beckons persuasively to women a block or two further east. The Astor, also on Broadway, the architecture of which so closely resembles the Hotel Belvedere, of



FORTY-SECOND STREET AND FIFTH AVENUE LOOKING NORTH



Madison Square Garden
Appellate Division, Supreme Court

LOOKING NORTHEAST FROM THE "FLATIRON" BUILDING

Metropolitan Life Insurance,
Or Parkhurst's Churches.

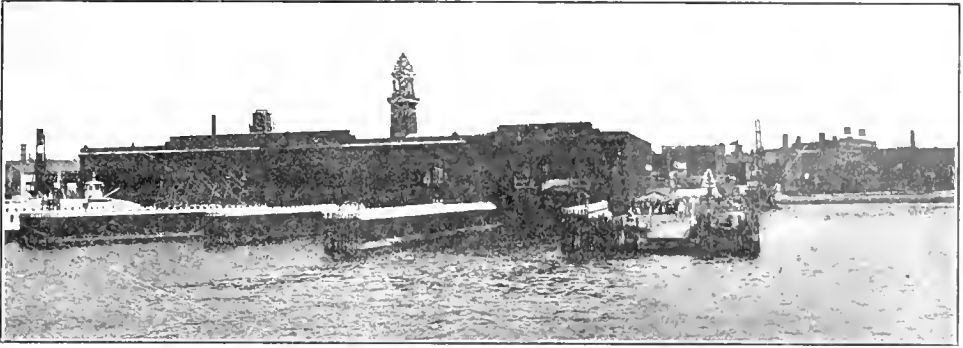


BROADWAY AND THIRTY-NINTH STREET, LOOKING NORTH
Metropolitan Opera House Times Building Hotel Astor

INTO THE HEART OF GOTHAM.



BROADWAY AND TWENTY-SIXTH STREET LOOKING NORTH



NEW TERMINAL AT TWENTY-THIRD STREET, NEW YORK CITY

Baltimore—or is it the Baltimore hostelry that resembles the New York hotel?—Going back again to Twenty-third Street and looking northward on Broadway one sees several big department stores and the owls of the architecturally satisfying Herald Building. The noisy whirl of the elevated and its unsightly track, somewhat mar what would otherwise be a pleasant place to look upon, Herald Square. Beyond that, bounding the

upper end of the Rialto, looms the Times Building on old Longacre Square, now rechristened Times Square, garnished all around by the oriental-looking Kiosks of the Subway. Silently, with faces set sharply towards each other, the Times Building guards the upper end of the new business center; the Flatiron Building the lower end. Standing, whitely, high above the rest of the world about them the one; looming darkly,



THIRTY-EIGHTH STREET AND FIFTH AVENUE, LOOKING SOUTH

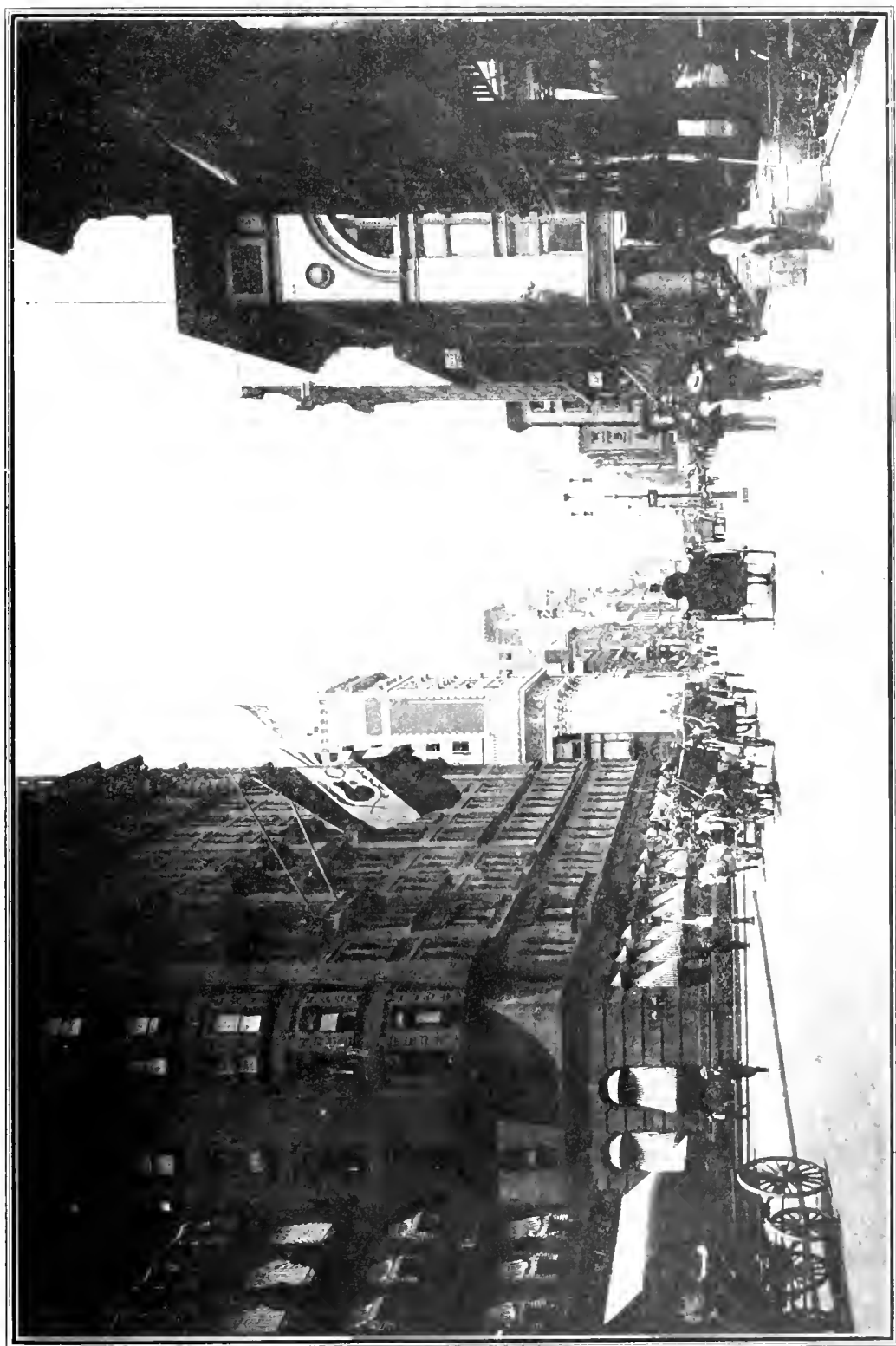


THE HOLLAND

TWENTY NINTH STREET AND FIFTH AVENUE

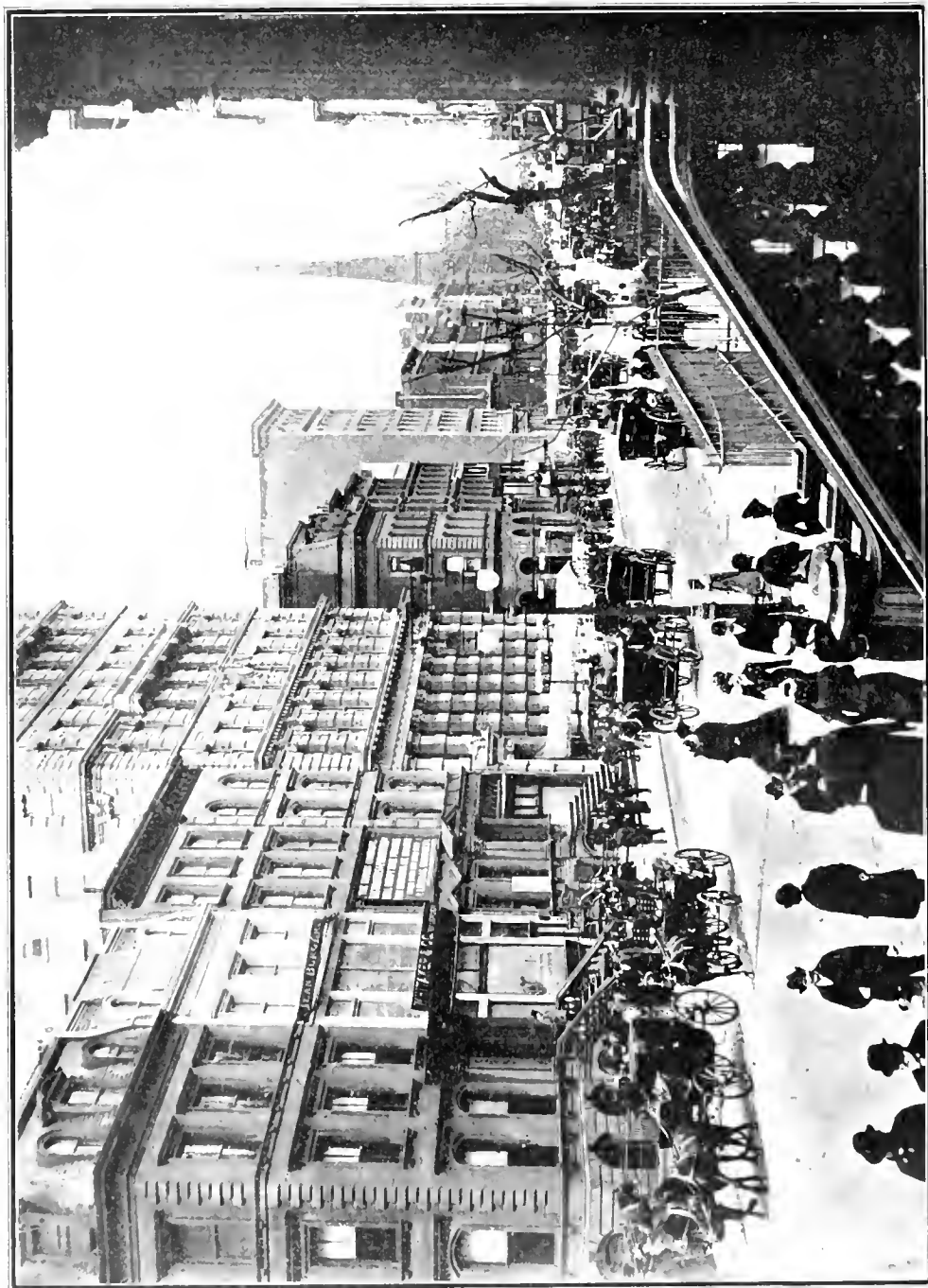
Waldorf-Astoria

INTO THE HEART OF GOTHAM.



FIFTH AVENUE AND FIFTH AVENUE

Waldorf Astoria



FIFTH AVENUE, NEW YORK CITY THE WEALTHIEST THOROUGHFARE IN THE WORLD

superciliously higher, the other. From the tops of either one can view a panorama that is worth going across the continent to see. Across the Square from Twenty-third Street is old Madison Square Garden, the scene of the French balls, the horse show, also lesser shows of cats and dogs and poultry. Dr. Parkhurst's old and new church are on the Square, as also are the buildings of the Metropolitan Life and the Appellate Division of the Supreme Court. A few blocks north is the "Little Church Around the Corner." Looking either up or down Fifth Avenue from this airy corner one can see what represents more wealth than the ordinary mind can easily grasp. Looking west on Twenty-third Street one can see many of the important shops—in fact, go up or down or over to the west for several blocks, the shops and the women who visit them are all one is apt to notice.

If all the most important shops, theaters, hotels and business enterprises and offices thrive in this section, so does the Flatiron corner sight-seer. He—it is ever a he—haunts this corner, where the restless, inquisitive breeze is ever seeking the elusive vacuum, and where, in so doing, swirls airy draperies and summer frou-frou in a most impudent manner.

Beyond, to the southward on Fifth Avenue, near and around old Washington Square, once so exclusive, is the section where many artists live and hold forth in their own peculiarly picturesque manner. In this vicinity is a most interesting al fresco restaurant, guarded as sacredly from the outside world as can be, where Bohemian spirits of the brush and pencil—also a few who lay claim to but the outer husks of both, such as models, typewriter girls from publishing houses—gather to drink "red ink," gaze at other kindred cranks, and be entertained by the once-in-a-while out-breaks from brilliant Bohemians. Here dines the Persian Kitten poet, painters and

illustrators, prose writers and hack writers, humorists, the Purple Cow man, and artists of high degree, who bolt and leave their bills to be paid by their friends.

All around the section around Twenty-third Street there are innumerable restaurants, Bohemian and otherwise, famous and otherwise, where world-wide celebrities are thick as huckleberries on a mountain-side in July, for this is a section where many people live "European."

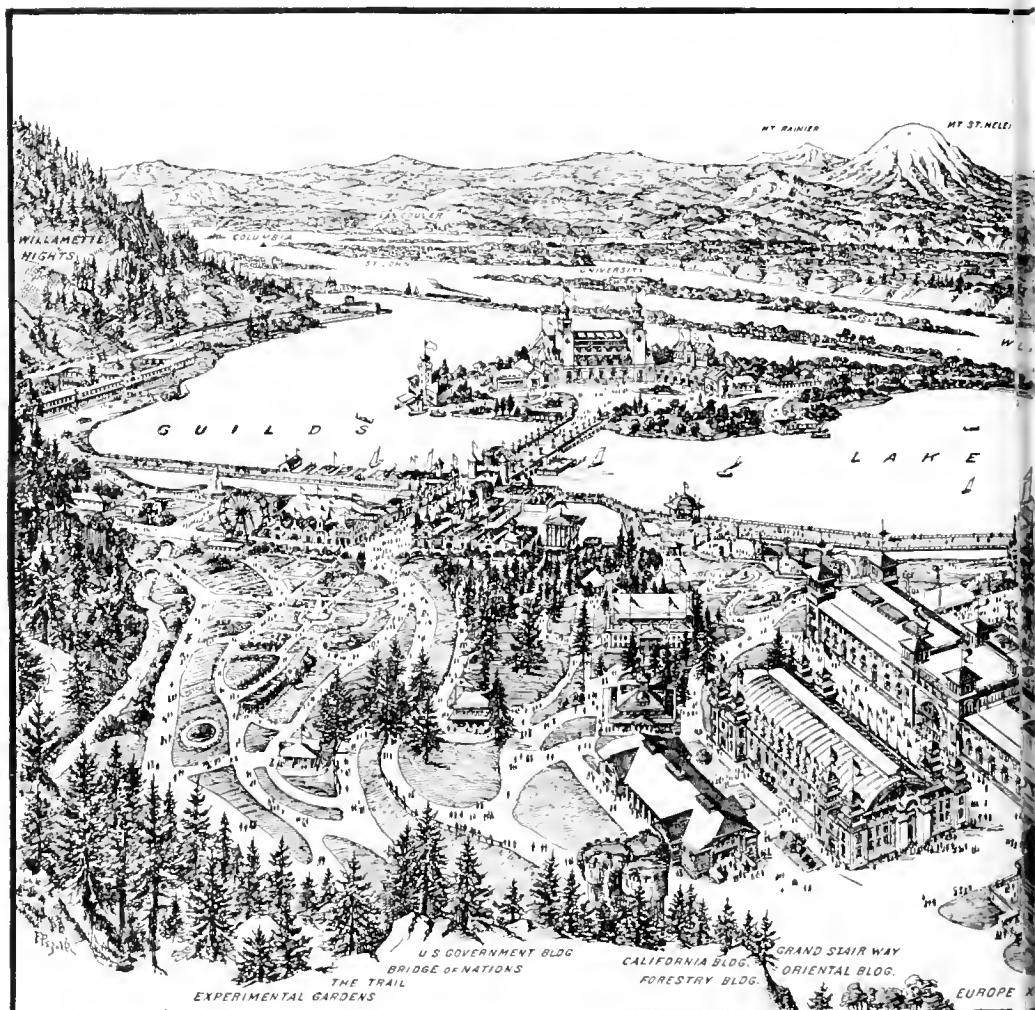
Or perhaps you are tired of New York and want to go to Coney Island the pleasantest way. At the foot of Twenty-third Street, North River, the Iron Steamboat starts on its trip to Coney Island, where blow cool breezes and gay youths and maidens, seemingly all on love-making bent. Or from the ferry here one can easily and quickly reach any railway terminal on the Jersey side, or any point of note or interest on Manhattan. It is not far to Grand Central Station: the connections for Long Island ferries are quickly and easily made, or transfers to any of the four elevated lines or Subway. The time it takes to go anywhere on Manhattan is cut in half by landing at Twenty-third Street. Harlem is twenty minutes away, and the Battery about the same. On Twenty-eighth and Twenty-ninth streets the horse cars still reign in their early, old-fashioned glory. Many people from towns that to New York seem quite hopelessly provincial have to come to Gotham to see these relics of the past that their city never was slow enough to possess.

But what would you have? New York is at once the most cosmopolitan and the most provincial city in the world. And in and around Twenty-third Street you will find something of all its teeming life, and garner in your heart that which makes all other places tame and unpalatable to your taste now and forevermore.



LEWIS AND CLARK CENTENNIAL

Closes City



BIRDSEYE VIEW OF

Lewis & Clark Centennial Exposition

PORTLAND, OREGON, 1905

CORBETT RAILWAY PRINTING CO. CHICAGO

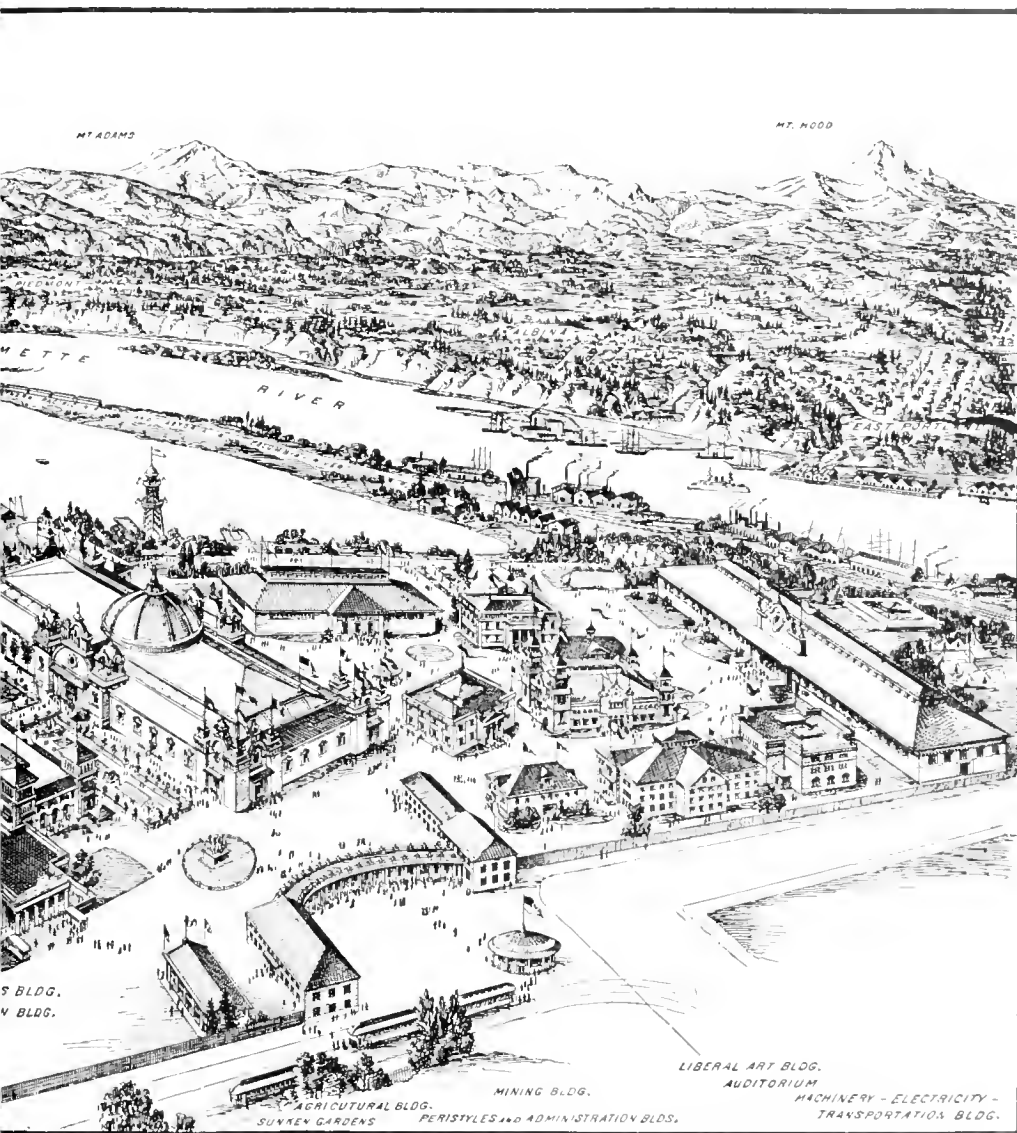
The Lewis and Clark Centennial Exposition is the first international exposition anniversary of the exploration of the Oregon Country by an expedition commanded by Meriwether Lewis and William Clark.

While a World's Fair in every sense, the Exposition is primarily an eloquent trade development in the Orient.

The grounds occupy 405 acres adjoining the principal residential portion of the city. The exposition is 100 acres in extent. Four snow-capped mountain peaks of the glorious Cascade Range are visible from the grounds.

EXPOSITION, PORTLAND, OREGON

er 15, 1905



By Permission of Corbitt Railway Printing Co.

ver held west of the Rocky Mountains. It is in commemoration of the one hundredth
 Captains Meriwether Lewis and William Clark, and planned by President Jefferson.
 xponent of the progress of Western America, and exemplifies the possibilities for
 ortland. They are most beautiful for an exposition and include a natural lake 220
 n be seen from the grounds.

COLOR TONE OF CITIES.

ALL THE GREAT ONES HAVE THEIR OWN PARTICULAR KIND. WASHINGTON, WITH ITS 400,000 ORNAMENTAL TREES, DECLARED TO BE THE MOST BEAUTIFUL.

GREAT cities of the world all have their individual color tones. No two are precisely similar and many are in broad contrast. Some seen as the birds see them are gray, some are red, some are green and some blue. A few of them mingle two or more colors so that a variegated scene is shown to the bird's-eye viewer, for, no matter how many colors are in the composition of the city, a gradual mingling of all is effected when the view is had from a distance, says the Washington "Star."

There are even strong contrasts between the cities of Europe and those of America. The former are generally lighter in tone than their cousins on this side of the water, not even excepting smoky London, for that city when seen from a considerable height gives the impression of blue-gray dotted with creamy spots and divided by a deep blue band, which is nothing less than the historic Thames.

Paris is the cream city of Europe, yet in contrast with Milwaukee, the real "cream city," it is rather murky. The houses of Paris are almost all of the same general height, and seen from above, there is a monotony of form and color that wearies the eye. Before the erection of the Eiffel Tower there was really no good point of vantage from which Paris could be seen save a balloon, and the views that swung between the vision of the aeronauts who sailed over the great city were ever changing and magnificent, for under such conditions everything in the landscape beneath seems to be moving while the balloon remains stationary. Paris at such a time rolls beneath the eye in a panorama of color and form quite bewildering in its combined beauty. Here and there are green and blue islands in the sea of cream and slate and the shimmering Seine winding its serpentine course through all. Yet the general aspect of Paris is decidedly a soiled cream.

From the bird's point of view one of the most beautiful cities of the world is Budapest, its character being an emerald green, with here and there the dots that show where a great state building stands. This

is the only city in Europe that may be compared with the capital of the United States, and whenever Washington is called the most beautiful city on earth there are those who have visited Budapest who shake their heads and say: "Not yet." The character of the Hungarian city varies, as do all the others, according to the height from which it is seen. Near at hand the tone is deep green—always remembering that these views are to be observed at the time of most abundant verdure and never in the winter—but as the observer goes higher and higher the tone changes toward a blue and finally a beautiful turquoise spot on the map of the earth below is the picture of Budapest. It is an exquisitely picturesque gem set in a sea of harmonizing tones of which it is the center.

The very immensity of London is bewildering and its color tones are as varied as the scene spread before the eye from a height. Down in what Londoners call "the city," the smoky haze that almost always overhangs it gives to the atmosphere a blue-gray tinge that, at a distance, becomes a color that would appeal to the eye of an artist. It is the tone effect seen in the impressionist pictures of the modern school of art. Artists of that school see dark blue rocks in a lighter blue meadow. The untrained eye cannot see these colors in nature, but readily see them when they are transferred to canvas. So it is with the London of the skies. The impression is one of soft blue at the center fading away to gray maroon and light blue at the horizon, for one must get a long distance above the world's metropolis to have the horizon show anything but miles upon miles of buildings dotted with parks.

But the most amazing and at the same time varicolored sight is the metropolis of the western world. New York may be seen from any one of its innumerable skyscrapers, for the tops of these tremendous structures are so far above the street level that they form a vantage ground from which a magnificent spectacle is spread before the eye. Observed from the top of one of the great buildings in the lower end of the city, so far distant is the Harlem River on the

north, which helps to make the island of Manhattan, that the effect is a peninsula bounded on the south by the beautiful bay, on the west by the Hudson and on the east by the East River, a part of Long Island Sound. From this height Staten Island seems to be almost at one's feet, while Brooklyn is so near that it seems as if a ball could be tossed onto the courthouse. For miles and miles to the east and north the buildings extend, the color of the whole scene being decidedly a maroon dotted with cream and blue. These latter are the great new buildings and the parks, for the plan of the builders of the great city has lately been to erect buildings of a creamy tone, there being little smoke to destroy their colors. The silvery bands that circle the city, and on which miniature vessels ply their trade, are the rivers that make the island, and from a height they are more than beautiful—they are almost indescribably exquisite. Artists claim that the tone of New York is the finest in the world save one—Washington.

Washington is the possessor of more than 400,000 ornamental trees, a larger number than the inhabitants, and with its frequent parks is a peerless emerald set about with opalescent and ruby gems. After a view of London or New York the city of Washington is a tiny thing, for, looked at from such a height as the tower of the post office or monument, the horizon is near at hand and the line of demarcation between buildings and real country is almost sharp in its outline. A waving mass of deep green is the color tone of the city, and the radiating avenues lend to the picture a charm possessed by no other city in the world. From a height Washington is without doubt the

most beautiful of all man's creations. She is set in a vale bordered with softly rising heights, and her parks are so many that they can scarcely be counted. Every where the eye looks is a sea of green and here and there an island of deep red or dazzling white fading to cream. Away to the south is the winding silver ribbon called the Potomac, which grows still wider as it leaves the city, while on the north are the heights that circle the town and seem to forbid it leaving their embrace. On the east is a white island that outclasses anything in Europe for beauty of proportion and harmony of color. It is the capitol, while just beyond is an island of shimmering gold set in a sea of green. It is the library of Congress. And all around are the dots of red and white and gray and cream that mark the places that man calls hotels and apartment houses and government buildings. Here at the feet is a brilliant white dot in the midst of a great mass of waving green speckled with red and yellow. It is the White House in its setting in the midst of the parks, while the varicolored dots are the flower beds, and that silvery spray is a fountain. There is, after all, nothing quite so beautiful as Washington when seen from a height at the beginning of summer, before the leaves of the thousands of trees have taken on that tone of maturity that detracts from the brilliant green of early June. It is a dream of beauty and whenever it is doubted that the capital is the gem of all cities let the doubter ascend to the top of the monument and look about him. He will be converted to what all Washingtonians have been taught and what the most of them sincerely incorporate as a part of their creed. Washington is peerless.

LAUGHTER.

EDMUND VANCL COOKE, IN "SUCCESS."

Laugh at your own worries; never at others';
 Troubles will be strangers to you, men be brothers.

THE LATER LORELEI.

BY EDMUND VANCE COOKE.

"I'm wasting the charms of my rounded arms,"
Miss Laura Lei one day said;
"My stunt will go in a bigger show,
In a liner near the head."

So she packed her comb and left her home,
And went to a summer resort,
Where the bill of charge was long and large
And the bill of fare was short.

She cut a swell at the big hotel,
Though not with the ultra set,
For she gave a shock to the whole boardwalk,
By getting her bath-robe wet.

But whenever a maid or wife essayed
To give her the cut direct,
She would say, "My dear, I very much fear
You are not quite circumspect.

"For I have a way, which causes dismay
To many a wife and daughter,
Of luring their men in the surf and then
Of filling them full of water."

And strange to say, the very next day
"Another Sad Accident"
Would cause deep sorrow, and only Miss Laura
Would understand what it meant.

But she'd say, with a smirk, to the hotel clerk,
As the victim was laid to rest,
"It's as easy for me, as for you, you see;
I've soaked another guest."

HUMOR AND THE HUMORIST.

VACATION.

BY EDMUND VANCE COOK.

Time, hold up your grasping hands!
Stand and deliver your golden sands!
Pour me a fortnight out of your purse,
Mine for better, or mine for worse;
Fourteen glorious, golden noons,
Fourteen silvery, shining moons,
Mine to spend, or to waste away,
As if I were Time myself and they
Less than a mote of the shifting sands.
Time, hold up your dotard hands.

There's a break in the year—a pause
As if Somebody forgot the laws
Of the Universe and was going to quit
And take a vacation, Himself, a bit.
The days are the days of the dog
And the Earth sheds down to a jog.
Seems as if nobody cared who won
The solstice sweepstakes 'round the sun.
'Tis the time of the year to get away
From the worrying world of work-a-day.

Come! for a wearisome term
You have nothing been but a worm.
Make you a chrysalis out of the sky,
Content for a time to rest—to lie
Wrapped in the blue of the summer moon
As the worm lies wrapped in the silk cocoon,
Forgetting, forgetting the crawling care
Which the human grub is compelled to bear,
Till something within you seems to sprout
And lo, as you look, your wings are out!

THE CALL OF THE WILD.

THEODORE H. BOICE,
IN PITTSBURGH "CHRONICLE TELEGRAPH."

When Nature is clothed in fresh verdure,
With forests and meadows all green,
And when in the streams calmly flowing
The gleam of the fishes is seen,
There comes to the dwellers in cities,
Where traffic and grime have defiled,
A summons to stream, field and forest—
And that is the call of the wild.

When over the ocean is spreading
The sheen of the sky and the sun,
And lightly the breezes are playing
O'er tides that forever there run,
Far back through the land goes a whisper
Where fancies and tasks have beguiled,
A whisper that comes from the billows—
And that is the call of the wild.

When sparkling and pure are the waters
That ripple and dance in the lake,
And vistas of gold and of silver
The sun and the moon often make,
The waters are sending a message
As sweet as the voice of a child,
A message that brings invitation—
And that is the call of the wild.

When mountains are bathing their summits
In glory that follows the dawn,
And 'round them spread mystical shadows
When from them the daylight is gone,
There comes from the quiet, old mountains,
Where silence is never reviled,
A pleading that's urgent, though gentle—
And that is the call of the wild.

And whether the summons is coming
From forest, or meadow, or stream,
From sea where the tides are m-rolling
Or ebbing away like a dream,
From lake that is sparkling in beauty,
Or mountains that skyward are piled,
Man hearkens, then yields to the yearning,
And answers the call of the wild.

HARVEST.

EDMUND VANCE COOK, IN CLEVELAND "PRESS."

In Siberia's wilds we sowed, we sowed,
We planted the seed with the goad, the goad;
With the rasping knout the season through
We harrowed it well, and it grew—it grew!

In stricken Finland we sowed, we sowed;
The flower of Freedom we hewed and hoed;
We struck it down and nourished the weed
Till the soil is choked with the seed—the seed.

In ancient Poland we sowed, we sowed;
Every hope of the human heart we mowed;
With our brothers' bones we rotted the field,
And out of them springs the yield—the yield.

Before the palace we sowed, we sowed;
Our fertile seed was the rife's load;
In womanly flesh and flesh of child
We sowed, and the seed runs wild—runs wild.

In crowded cities we sowed, we sowed;
We watered the seed with the blood which
flowed;
With blood and tears we watered it well;
And behold the harvest of hell—of hell.

Defeat and dishonor thorn the path,
Murder and mutiny, ruin and wrath;
O nations of Earth, the nettles ye sow
In the hearts of a people they grow—they grow.

DA BLUE DEVIL.

E. A. DALY, IN "CATHOLIC STANDARD AND TIMES."

Som'time w'en I no feela good
 An' beezaness ces flat,
 I gat so blue I weesh I could
 Be justa dog or cat,
 W'en evratheeng ces gona wrong
 An' I mus' feex eet right,
 I gat deesgust' for work so long
 An' theenk would be delight
 For be a leela cat, baycuse
 Da only work she do
 Ees wash her face an' leeck her paws,
 An' after dat she through.
 Eef you be dog you jus' can go
 For sleepin' een da sun,
 An' you don't gat a wife, you know,
 For aska you for mon,
 Eet's mak' no odds how you behave
 Eef you are animal;
 You don't gat any soul to save,
 An' when you die, dat's all!
 O! my, how easy kind of life
 For justa neevva mind
 To run away an' leave your wife
 An' evratheeng behind!

Dees ces da way I feela w'en
 I'm blue, but alla same
 W'en I am feel all right agen
 Eet mak' sa me ashame',
 W'en devil gat censeide o' me
 For mak' me feel like dat
 I guess I would not even be
 A decen' dog or cat.

THE TAINT.

BY EDMUND VANCE COOKE.

I decline your double-eagles, which are jaundiced
 on their face;
 I decline your silver sinkers, which are leprosid
 and base;
 I will not take your bank notes, which are verdi-
 grised and green,
 But haven't you got a New York draft that's
 reasonably clean?

Just a paltry hundred thousand that you got by
 hilling beans,
 And tucked away securely in your honest work-
 ing-jeans,
 Or a half-forgotten million that you earned by
 digging ditches,
 And has since been segregated from the balance
 of your riches?

Haven't you got a fortune somewhere which is
 rather isolated,
 Which could be formaldehyded, germicided, fumi-
 gated?
 Isn't there any way to get an amnesty or absolu-
 tion,
 So a man might get the money without touching
 the pollution?

For I will not take your money, which is greasy
 in its feel,
 I will not take your millions of Amalgamated
 Steal;
 I will not take your money, which came back to
 you by freight,
 But haven't you got a little bit you made in
 something straight?

DON'T NAG.

S. F. KISER, IN CHICAGO "RECORD-HERALD."

If you wish to help the world a little in your
 humble way,

Don't nag.

Your wife, if you're a husband, doubtless has her
 faults, but—say—

Don't nag!

You may be too busy toiling for your little bit
 of crust

To be able to lift others who are lying in the
 dust,

But you still can help in making the world
 brighter, if you just

Don't nag.

If you wish to give him courage who has chosen
 you for life,

Don't nag;

If you wish to be his helper—and he'll need help
 in the strife—

Don't nag.

He may have a few shortcomings—husbands
 generally do—

And he may sometimes sit beaten when he should
 have triumphed, too,

But he'll rise with newer courage and new
 strength if only you

Don't nag.

All around you there are others who have painful
 wounds to nurse,

Don't nag;

Rubbing on the raw has ever and will always
 make it worse,

Don't nag!

You can see your neighbor's foibles—all his
 weaknesses are plain—

But, then, what's the use of prodding when it
 cannot bring you gain?

Why add by a look or whisper to the world's
 supply of pain?

Don't nag.

If she has her days for fretting, oh, be patient
 then with her—

Don't nag.

If he makes mistakes remember it is human still
 to err—

Don't nag.

You may not have strength to rescue the pale
 ones whose burdens kill,

Or to lift the weary toilers who are stumbling up
 the hill,

But you can refrain from making the world sad-
 der, if you will—

Don't nag!



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE surface knowledge of things is both dangerous and without value: we should be able to see and admit both sides of a question.

Away down deep in our hearts there often lives an ambition cleaner and better than our surface life has ever known.

THE acquisition of information but sharpens the interrogation point of an intelligent disposition.

AFFECTED sincerity is reflected hypocrisy.

WHILE some natures hunger for love, tenderness and sympathy, other dispositions find the most perfect happiness in placid platonic life.

GREAT reputation is usually attended with the responsibility of great attainments.

ABSOLUTE loyalty is absolutely necessary for the maintenance of discipline and advancement of all interests where leadership is essential.

Too many of us nurse a grievance to its maturity.

As labor finds consolation within the arms of rest, so sunshine seems brightest as the clouds pass from it.

IN real, unselfish natures, the shadows of others' sorrows enter more deeply into the lighted places of their lives than the clouds of their own misfortunes.

Too often we consider our own rights and wrongs too much, and regard the ambitions and hopes of others too little.

THERE is no greater impulse to noble action than the knowledge of bringing appreciated happiness into the lives of those we love.

OUR own conceit is frequently only a magnifying glass through which we look and form our opinion of another's weakness.

DETERMINATION and effort is the best insurance against failure.

To be obtuse may sometime prove discreet, as there are some things better left unsaid, so there are others better never known.

TALENT is isolated without the ability to intelligently execute it.

A SENSE of duty is not an evidence of affection, but love-life finds gratification in its sacrifice for love's sake.

WIT is largely a question of environment and finds its best harvest in the companionship of fools.

DISHONEST characters treat with "silent contempt" a question to which they have nothing to say or insufficient moral courage to answer.

If you are unable to keep your own counsel, can you consistently expect another to do so for you?

It is difficult for legitimate ability to obtain recognition in an environment of over-estimated personalities.

A GREAT deal of what we term ambition is but a fevered nightmare disturbing the peaceful sleep of contentment.

"WHO WOULD NOT TRY?"

BY ARTHUR G. LEWIS.

"Who would not try to win a Heaven,
Where all we love shall live again";
Where all we hope shall find its haven,
And all we suffer lose its pain;
Where all our sins shall be forgiven,
And all our faith be realized;
Where love shall find its recognition,
And all our doubts be reconciled.

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (204 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid

TRAINS "EVERY HOUR ON THE EVEN HOUR"—NEW YORK TO WASHINGTON.

CONDENSED SCHEDULE ROYAL BLUE TRAINS OF THE B. & O. EAST AND WEST.

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE AND PHILADELPHIA TO NEW YORK.

EFFECTIVE JULY 23, 1905		No. 504	No. 526	No. 522	No. 528	No. 502	No. 524	No. 508	No. 516	No. 546	No. 512
EASTWARD		DAILY	EXCEPT SUNDAY 5 HOUR	SUNDAY	EXCEPT SUNDAY	DAILY	"ROYAL LIMITED" 5 HOUR	DAILY	DAILY	DAILY	DAILY
		AM	AM	AM	AM	PM	PM	PM	PM	PM	AM
Lv. WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.57	-----
Lv. BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51	-----
Lv. BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55	-----
Ar. PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.05	6.00	-----
Ar. NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	6.40	8.32	-----
Ar. NEW YORK, 23D STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50	-----	-----	8.43	-----
		PM	PM	PM	PM	PM	PM	AM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE JULY 23, 1905		No. 505	No. 517	No. 501	No. 507	No. 527	No. 509	No. 503	No. 511	No. 515
WESTWARD		DAILY	EXCEPT SUNDAY	DAILY	DAILY	DAILY 5 HOUR	"ROYAL LIMITED" DAILY	DAILY	DAILY	DAILY
		PM	AM	AM	AM	PM	PM	PM	PM	PM
Lv. NEW YORK, 23D STREET	11.50	7.50	9.50	11.50	1.50	3.50	5.50	6.50	11.50	-----
Lv. NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15	-----
Lv. PHILADELPHIA	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.35	-----
Ar. BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.43	4.14	6.09	8.16	10.55	11.32	6.00	-----
Ar. BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.36	6.05	-----
Ar. WASHINGTON	10.50	1.50	3.50	5.20	7.00	9.10	12.10	12.31	7.25	-----
		AM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD		No. 1	No. 7	No. 9	No. 3	No. 5	No. 55	No. 11	No. 15
		LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	PITTSBURG LIMITED	EXPRESS DAILY
Lv. NEW YORK, 23D STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	11.50 PM	11.50 PM	8.50 PM	-----	-----
Lv. NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	-----	-----
Lv. PHILADELPHIA	12.30 PM	2.14 PM	+ 5.20 PM	8.35 PM	7.40 AM	A 7.40 AM	9.30 PM	-----	-----
Lv. BALTIMORE, MT. ROYAL STATION	2.43 PM	4.14 PM	-----	10.55 PM	9.48 AM	8.45 AM	11.32 PM	-----	-----
Lv. BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 AM	9.00 AM	11.41 PM	-----	-----
Lv. WASHINGTON	4.05 PM	5.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM	-----	-----
Ar. DEER PARK HOTEL	10.12 PM	11.39 PM	-----	7.04 AM	+ 5.27 PM	4.41 PM	-----	-----	-----
Ar. PITTSBURG	-----	-----	7.15 AM	-----	7.45 PM	-----	9.00 AM	Lv. 4.30 PM	-----
Ar. CLEVELAND	-----	-----	12.35 PM	-----	-----	-----	-----	9.50 PM	-----
Ar. WHEELING (EASTERN TIME)	-----	5.35 AM	-----	-----	-----	-----	-----	Lv. 4.20 PM	-----
Ar. COLUMBUS (CENTRAL TIME)	-----	8.45 AM	-----	-----	-----	-----	-----	9.20 PM	-----
Ar. CHICAGO	-----	5.30 PM	-----	-----	9.00 AM	-----	-----	7.40 AM	-----
Ar. CINCINNATI	8.05 AM	-----	-----	5.35 PM	-----	2.35 AM	-----	-----	-----
Ar. INDIANAPOLIS	11.45 AM	-----	-----	10.35 PM	-----	-----	-----	-----	-----
Ar. LOUISVILLE	11.50 AM	-----	-----	9.30 PM	-----	7.10 AM	-----	-----	-----
Ar. ST. LOUIS	6.00 PM	-----	-----	7.25 AM	-----	1.40 PM	-----	-----	-----
Ar. OHATTANOOGA	6.00 PM	-----	-----	5.25 AM	-----	-----	-----	-----	-----
Ar. MEMPHIS	11.00 PM	-----	-----	8.30 AM	-----	-----	-----	-----	-----
Ar. NEW ORLEANS	10.00 AM	-----	-----	8.00 PM	-----	-----	-----	-----	-----

A—Train No. 6 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 609, "Royal Limited."

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS EAST.

EASTWARD		No. 2	No. 4	No. 6	No. 8	No. 10	No. 12	No. 14
		LIMITED DAILY	EXPRESS DAILY	LIMITED DAILY	EXPRESS DAILY	EXPRESS DAILY	DUQUESNE LIM DAILY	EXPRESS DAILY
Lv. CHICAGO	-----	-----	-----	3.30 PM	10.40 AM	-----	-----	8.30 PM
Lv. COLUMBUS	-----	-----	-----	-----	7.05 PM	-----	-----	-----
Lv. WHEELING (EASTERN TIME)	-----	-----	5.00 PM	-----	12.25 AM	-----	-----	11.30 AM
Lv. CLEVELAND	-----	-----	-----	11.30 PM	-----	2.00 PM	-----	-----
Lv. PITTSBURG	-----	-----	-----	8.00 AM	-----	9.00 PM	6.30 PM	1.15 PM
Lv. ST. LOUIS	* 8.54 AM	2.05 AM	-----	-----	-----	-----	9.08 PM	-----
Lv. LOUISVILLE	* 2.10 PM	8.10 AM	-----	-----	-----	-----	2.30 AM	-----
Lv. INDIANAPOLIS	+ 2.45 PM	8.05 AM	-----	-----	-----	-----	-----	-----
Lv. CINCINNATI	* 6.35 PM	12.10 PM	-----	-----	-----	-----	8.10 AM	-----
Lv. NEW ORLEANS	-----	7.05 PM	-----	-----	-----	-----	9.15 AM	-----
Lv. MEMPHIS	-----	6.50 AM	-----	-----	-----	-----	8.40 PM	-----
Lv. CHATTANOOGA	-----	10.40 PM	-----	-----	-----	-----	-----	-----
Lv. DEER PARK HOTEL	6.44 AM	12.42 AM	+ 10.25 AM	6.14 AM	-----	8.42 PM	-----	5.16 PM
Ar. WASHINGTON	12.40 PM	6.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	-----	11.20 PM
Ar. BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	-----	12.25 AM
Ar. BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	-----	12.44 AM
Ar. PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	-----	3.05 AM
Ar. NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	-----	5.40 AM
Ar. NEW YORK, 23D STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM	-----	-----

Through Pullman Sleepers from all points. * Daily. + Daily except Sunday.

TRAINS "EVERY HOUR ON THE HOUR"
BETWEEN WASHINGTON AND BALTIMORE.

TRAINS "EVERY OTHER HOUR ON THE ODD HOUR"—WASHINGTON TO NEW YORK.

THROUGH PULLMAN PALACE CAR SERVICE. UNEXCELLED DINING CAR SERVICE.

OPERATED BY THE BALTIMORE & OHIO RAILROAD COMPANY.

ROYAL BLUE TRAINS OF THE BALTIMORE & OHIO R. R. FINEST SERVICE
IN THE WORLD. SOLID VESTIBULED TRAINS. PARLOR COACHES.

Between Washington, Baltimore, Philadelphia and New York.

EASTWARD.

- No. 512.** Drawing Room Buffet Sleeping Cars from St. Louis and Pittsburg to New York. Drawing Room Sleeping Car Pittsburg to Philadelphia.
No. 504. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 526. Five Hour Train. Drawing Room Buffet Parlor Car Washington to New York.
No. 522. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 538. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Baltimore to New York.
No. 502. Drawing Room Parlor Car Washington to New York. Dining Car, a la carte, Washington to Philadelphia.
No. 524. "Royal Limited." Five Hour Train. Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Washington to New York. Dining Car, table d'hôte, Philadelphia to New York. No extra fare other than regular Pullman charge.
No. 506. Drawing Room Parlor Car Washington to New York. Dining Car, table d'hôte, Baltimore to New York.
No. 514. Separate Pullman Sleeping Cars Washington and Baltimore to New York

WESTWARD.

- No. 505.** Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Washington and Pittsburg.
No. 517. Drawing Room Buffet Parlor Car New York to Washington.
No. 501. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, Philadelphia to Washington.
No. 507. Drawing Room Sleeping Car New York to Washington. Dining Car, table d'hôte, New York to Baltimore.
No. 527. Five Hour Train. Drawing Room Buffet Parlor Car New York to Washington.
No. 509. "Royal Limited." Exclusively Pullman Equipment. Buffet Smoking Car, Parlor and Observation Cars Dining Car, table d'hôte, New York to Washington. No extra fare other than regular Pullman charge.
No. 503. Drawing Room Parlor Car New York to Washington. Dining Car, a la carte, New York to Baltimore.
No. 511. Drawing Room Buffet Parlor Car New York to Washington.
No. 515. Separate Sleeping Cars New York to Philadelphia, Baltimore and Washington.

Between New York, Philadelphia, Baltimore, Washington, Pittsburg, Wheeling,
Columbus, Cleveland, Chicago, Cincinnati, Indianapolis,
St. Louis, Louisville, Memphis, New Orleans.

WESTWARD.

- No. 1.** Drawing Room Sleeping Car New York to St. Louis. Observation Sleeping Car Washington to Cincinnati. Dining Cars serve all meals. Parlor Car Cincinnati to St. Louis. Cafe Parlor Car Cincinnati to Louisville. Observation Parlor and Sleeping Car Washington to Luray and Elkton via N. & W. Ry.
No. 7. Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
No. 9. Buffet Drawing Room Sleeping Car Washington to Cleveland and Sleeping Car Baltimore to Pittsburg.
No. 3. Drawing Room Sleeping Car New York to St. Louis. Pullman Drawing Room Sleeping Car Washington to Parkersburg. Cafe Parlor Car Cincinnati to Louisville. Dining Cars serve all meals.
No. 11. "Pittsburg Limited." Drawing Room Buffet Sleeping Car New York to Pittsburg. Drawing Room Sleeping Car Philadelphia to Pittsburg. Dining Car Conneville to Pittsburg.
No. 5. Drawing Room Sleeping Car New York to Chicago. Observation Parlor Car Baltimore to Pittsburg. Drawing Room Sleeping Car Pittsburg to Chicago. Dining Cars serve dinner, supper and breakfast.
No. 15. Buffet Drawing Room Sleeping Car Pittsburg to Chicago. Buffet Drawing Room Sleeping Car Wheeling to Chicago. Drawing Room Buffet Sleeping Car Cleveland to Chicago.
No. 55. Drawing Room Buffet Sleeping Car New York to Cincinnati. Parlor Car Baltimore to Wheeling. Dinner at Cumberland. Dining Car Grafton to Cincinnati.

EASTWARD.

- No. 2.** Drawing Room Sleeping Car St. Louis to New York. Observation Sleeping Car Cincinnati to Washington. Dining Cars serve all meals. Parlor Car St. Louis to Cincinnati. Parlor Car Louisville to Cincinnati. Parlor Car Washington to New York.
No. 4. Drawing Room Sleeping Car Cincinnati to New York. Drawing Room Sleeping Car Parkersburg to Washington. Drawing Room Sleeping Car Wheeling to Washington. Dining Cars serve all meals.
No. 6. Drawing Room Sleeping Car Chicago to New York via Pittsburg. Observation Parlor Car Pittsburg to Washington. Drawing Room Sleeping Car Chicago to Pittsburg. Dining Cars serve all meals.
No. 8. Drawing Room Sleeping Car Chicago to New York. Drawing Room Sleeping Car Columbus to Washington. Parlor Car Washington to New York. Dining Cars serve all meals except breakfast at Cumberland. Observation Parlor and Sleeping Car Elkton and Luray, Va., to Washington, via N. & W. Ry.
No. 10. Sleeping Car Pittsburg to Baltimore. Buffet Drawing Room Sleeping Car Cleveland to Washington.
No. 12. "Duquesne Limited." Drawing Room Sleeping Car Pittsburg to Philadelphia. Buffet Drawing Room Sleeping Car Pittsburg to New York. Drawing Room Sleeping Car St. Louis to New York. Dining Car Pittsburg to Conneville. Dining Car Cincinnati to Grafton.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Pittsburg. Buffet Drawing Room Sleeping Car Chicago to Cleveland. Parlor Car Pittsburg to Cumberland.
No. 14. Buffet Drawing Room Sleeping Car Chicago to Wheeling. Parlor Car Wheeling to Baltimore.

THROUGH TICKETS, SLEEPING CAR ACCOMMODATIONS

And Information in Detail Concerning Passenger Train Service on Baltimore & Ohio Railroad and Connecting Lines may be had at the Offices of the Company, as follows:

AKRON, OHIO, Union Station, C. D. HONODLE, Ticket Agent. Howard Street, U. S. G. APLEY, Ticket Agent.
BALTIMORE, N. W. Cor. Charles and Saratoga Streets, Y. M. C. A. Building, G. D. CRAWFORD, Ticket Agent, G. W. SQUIGGINS, City Passenger Agent; B. F. BOND, Special Agent; G. W. PAINI, Passenger Agent. Camden Station, E. R. JONES, Ticket Agent. Mt. Royal Station, CHAS. COCKEY, Ticket Agent.
BELLAIRE, OHIO, J. F. SHERRY, Ticket Agent.
BOSTON, 369 Washington Street, J. B. SCOTT, New England Passenger Agent; T. K. RUTH, Traveling Passenger Agent. F. E. BAEREY, Ticket Agent.
BROOKLYN, N. Y., 343 Fulton Street, T. H. HENDRICKSON, Ticket Agent.
BUFFALO, N. Y., 219 Elliott Square, H. A. WELLS, Eastern Passenger Agent, B. & O. S.-W.
BUTLER, PA., WM. TURNER, Ticket Agent.
CANTON, OHIO, S. S. C. MCGREW, Ticket Agent.
CHESTER, PA., J. B. WINTERS, Ticket Agent.
CHICAGO, 244 Clark Street, Grand Pacific Hotel, W. W. PICKING, District Passenger Agent; H. W. MCKEWIN, City Ticket Agent. General Passenger Office, Merchants' Loan & Trust Building, C. G. LEMMON, Traveling Passenger Agent. Grand Central Station, Corner Harrison Street and 5th Avenue, F. J. EDDY, Ticket Agent. Auditorium Annex, 221 Michigan Avenue, F. E. SCOTT, Ticket Agent.
CHILLICOTHE, OHIO, J. H. LARRABEE, Traveling Passenger Agent, B. & O. S.-W.
CINCINNATI, OHIO, B. & O. S.-W., 430 Walnut Street, Traction Bldg., C. H. WISEMAN, District Passenger Agent; G. A. MANN, City Ticket Agent; J. E. BUCHANAN, Passenger Agent. Central Union Station, E. REISING, Station Passenger Agent; J. F. ROLE, Depot Ticket Agent.
CITY OF MEXICO, MEX., D. BANKHARDT, Agents General, B. & O. S.-W., Apartado 200.
CLEVELAND, OHIO, 241 Superior Street, M. G. CARREL, Division Passenger Agent; GEO. A. ORR, Traveling Passenger Agent; F. E. GIBSON, Ticket Agent. South Water Street Station, A. N. DIETZ, Ticket Agent.
COLUMBUS, OHIO, No. 13 South High Street, D. S. WILDER, Division Passenger Agent; W. W. TAMAGE, Ticket Agent. Union Depot, E. PAGELS, Ticket Agent.
CONNELLSVILLE, PA., C. W. ALLEN, Traveling Passenger Agent; H. L. DOUGLAS, Ticket Agent.
COVINGTON, KY., Fourth and Scott Streets, G. M. ABBOTT, Ticket Agent.
DALLAS, TEXAS, J. P. ROGERMAN, Traveling Passenger Agent, B. & O. S.-W.
DENVER, COLO., S. M. SHATTUC, Traveling Passenger Agent, B. & O. S.-W.
HARPER'S FERRY, W. VA., C. E. DEDROW, Traveling Passenger Agent.
KANSAS CITY, MO., Box 254, A. C. GOODRICH, Traveling Passenger Agent, B. & O. S.-W.
LORAIN, OHIO, C. A. MELIN, Ticket Agent.
LOS ANGELES, CAL., Orpheum Theater Building, J. C. BURCH, Traveling Passenger Agent.
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MASSILLON, OHIO, W. H. RUCH, Ticket Agent.
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NEW CASTLE, PA., R. L. TURNER, Ticket Agent.
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NORFOLK, VA., 10 Granby Street, Atlantic Hotel, ARTHUR G. LEWIS, Southern Passenger Agent; I. L. SPERRY, Ticket Agent.
PARKERSBURG, W. VA., J. McC. MARTIN, Traveling Passenger Agent; C. T. PROUDFOOT, Ticket Agent.
PHILADELPHIA, 814 Chestnut Street, BERNARD ASHBY, District Passenger Agent; R. F. WILLIAMS, Traveling Passenger Agent; D. D. COURTNEY, Traveling Passenger Agent; C. D. GLADDING, Ticket Agent. N. E. Cor. 13th and Chestnut Streets, C. E. WATERS, Ticket Agent. 105 Chestnut Street, RAYMOND & WHITCOMB, Ticket Agents. 3962 Market Street, UNION TRANSFER CO., Ticket Agents. 609 South 3d Street and 1346 North 2d Street, M. ROSENBAUM, Ticket Agent. Station, Cor. 24th and Chestnut Streets, W. W. BAEREY, Ticket Agent.
PITTSBURG, 315 Park Building, J. P. TAGGART, Assistant General Passenger Agent; A. W. TIDY, Traveling Passenger Agent. Cor. 5th Avenue and Wood Street, W. A. PRENTON, City Ticket Agent; M. B. WALKER, City Passenger Agent. 506 Smithfield Street, J. V. McCORMICK, Ticket Agent. 609 Smithfield Street, FRANK ZOTTI & Co., Ticket Agents. Station, Cor. Smithfield and Water Streets, S. J. HUTCHISON, Ticket Agent.
SANDUSKY, OHIO, T. B. TUCKER, Ticket Agent.
SAN FRANCISCO, CAL., Union Trust Building, PETER HARVEY, Pacific Coast Agent.
SPRINGFIELD, ILL., N. J. NEER, Division Passenger Agent, B. & O. S.-W.
ST. LOUIS, B. & O. S.-W., 6th and Olive Streets, F. D. GILDEESLEEVE, Assistant General Passenger Agent; J. E. BUCHANAN, City Passenger Agent; B. D. BROWN, Station Passenger Agent; L. G. PAUL, Station Passenger Agent; W. F. GEISERT, Traveling Passenger Agent.
ST. PAUL, MINN., R. C. HAASE, Traveling Passenger Agent.
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WILMINGTON, DEL., Delaware Avenue Station, J. E. HITCH, Ticket Agent. 804 Market Street, W. FULTON, Ticket Agent; H. A. MILLER, Traveling Passenger Agent.
WINCHESTER, VA., T. B. PATTON, Ticket Agent.
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ZANESVILLE, OHIO, JAS. H. LEE, Ticket Agent.
EUROPEAN AGENTS, BALTIMORE EXPORT & IMPORT CO., Limited, 23, 21 and 25 Billiter Street, London, E. C.; 21 Water Street, Liverpool, England.

In addition to offices and depots named above, tickets over the B. & O. may be obtained at

TICKET OFFICES THROUGHOUT THE COUNTRY.

C. W. BASSETT, General Passenger Agent, Baltimore & Ohio Lines East, Baltimore, Md.	B. N. AUSTIN, General Passenger Agent, Baltimore & Ohio Lines West, Chicago, Ill.
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The Royal Blue Line

BALTIMORE & OHIO RAILROAD

FINEST SERIES OF PASSENGER TRAINS IN THE WORLD

SPLENDID ROYAL BLUE LINE COACHES. PULLMAN
DRAWING-ROOM PARLOR AND SLEEPING CARS. UNEX-
CELLED BALTIMORE & OHIO DINING CAR SERVICE

SCHEDULES EASY TO REMEMBER

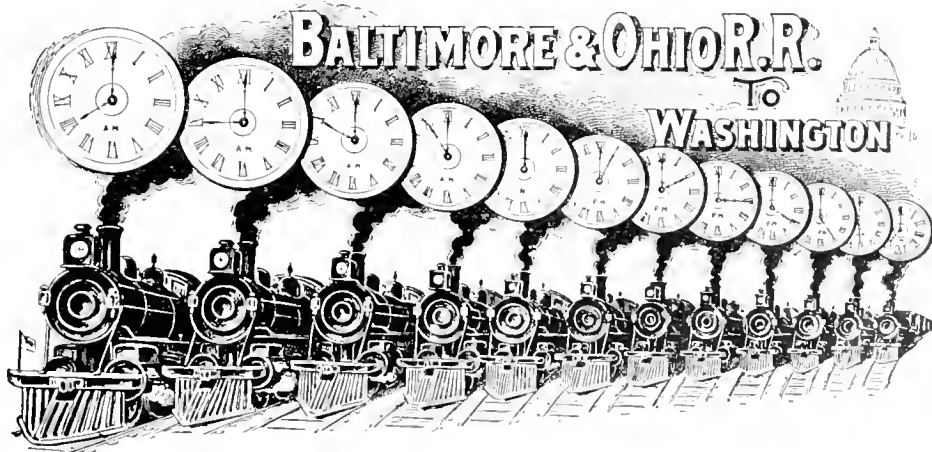
FROM WASHINGTON



"EVERY OTHER HOUR on the ODD HOUR" to PHILADELPHIA and NEW YORK
ADDITIONAL TRAINS AT 8.00 P. M., 11.30 P. M. AND 2.57 A. M.

"EVERY HOUR ON THE HOUR" FROM WASHINGTON TO BALTIMORE
DAILY, EXCEPT SUNDAY. RETURNING IN LIKE MANNER

FROM NEW YORK

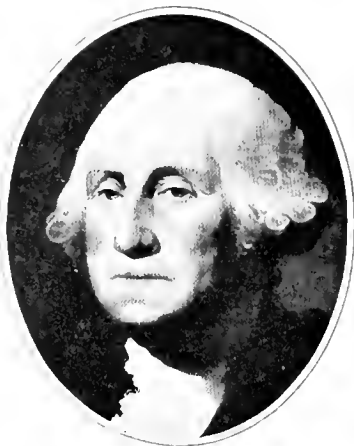


"EVERY HOUR ON THE HOUR" FROM BALTIMORE TO WASHINGTON
DAILY, EXCEPT SUNDAY. RETURNING IN LIKE MANNER

"EVERY OTHER HOUR on the EVEN HOUR" to BALTIMORE and WASHINGTON
ADDITIONAL TRAINS AT 7.00 P. M. AND 12.15 NIGHT

GUIDE TO WASHINGTON

Published by the Passenger Department of the
BALTIMORE & OHIO RAILROAD



FRONT



BACK

The guide is artistic and practical. All places of interest are fully illustrated. The covers are engraved and printed from steel plate by John A. Lowell & Co., Boston.

The portrait of Washington is taken from the original by Stuart, owned by the Boston Art Museum.

Copies of the guide can be obtained from all principal ticket agents for ten (10) cents per copy, or will be sent by mail prepaid to any address in the United States, Canada or Mexico on receipt of fifteen (15) cents in stamps.
Address

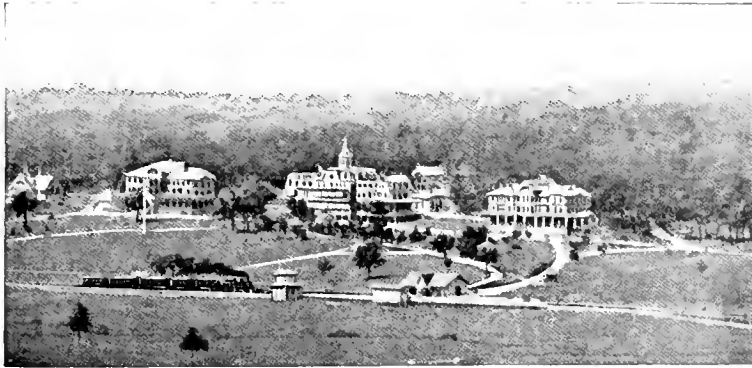
D. B. MARTIN,
Manager Passenger Traffic
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General Passenger Agent
Baltimore & Ohio Railroad
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Baltimore & Ohio Railroad
BALTIMORE, MD.

Deer Park Hotel

DEER PARK, MARYLAND



Most Delightful Summer Resort of the Alleghanies

This famous Alleghany Mountain hostelry will be open until September 30th. The buildings comprise one large main building, with eastern and western annexes connected by covered porches, and twelve single cottages.

The popularity of this resort is due to its splendid location, 2,800 feet above the sea level, out of range of malaria and mosquitoes. Every convenience is provided for guests. Delightful rooms and an excellent cuisine. Purest water in abundance. Five hundred acres of ground, affording every out-door recreation. The hotel is provided with all modern improvements for comfort; and bowling alleys, billiard rooms, tennis courts, golf links, swimming pools, etc., for amusement. An entirely new livery equipment has been installed.

Most conveniently reached by through vestibuled trains with Pullman cars via the Baltimore & Ohio Railroad from Chicago, St. Louis, Cincinnati, Louisville, Columbus, Cleveland, Pittsburg, Wheeling, Washington, Baltimore, Philadelphia and New York.

W. E. BURWELL, Manager.
Deer Park, Garrett County, Md.



**PATRIARCHS MILITANT
AND
SOVEREIGN GRAND LODGE
I. O. O. F.**

**PHILADELPHIA, PA.
September 16-23, 1905**

FARES TO PHILADELPHIA FROM PRINCIPAL POINTS

EAST OF OHIO RIVER

Chester, Pa.....	\$ 9.84
Wilmington, Del.....	1.17
Newark, Del.....	1.61
Baltimore, Md.....	3.80
Washington, D. C.....	5.00
Frederick, Md.....	5.83
Hagerstown, Md.....	6.30
Harper's Ferry, W. Va.....	6.25
Charleston, W. Va.....	6.60
Winchester, Va.....	7.30
Strasburg Junction, Va.....	7.80
Staunton, Va.....	9.55
Lexington, Va.....	16.75
Martinsburg, W. Va.....	6.80
Hancock, W. Va.....	7.45
Cumberland, Md.....	9.15
Keyser, W. Va.....	9.85
Piedmont, W. Va.....	10.00
Grafton, W. Va.....	12.00
Clarksburg, W. Va.....	12.00
Parkersburg, W. Va.....	14.00
Fairmont, W. Va.....	12.00
Martinsburg, W. Va.....	12.00

Cameron, W. Va.....	\$12.00
Moundsville, W. Va.....	12.00
Wheeling, W. Va.....	12.00
Weston, W. Va.....	12.74
Washington, Pa.....	11.40
Bartler, Pa.....	10.00
Foxburg, Pa.....	11.05
Kane, Pa.....	11.75
Richwood, W. Va.....	13.65
New Martinsville, W. Va.....	13.15
via Wheeling.....	13.15
New Martinsville, W. Va.....	12.80
via Moundsville.....	12.80
New Martinsville, W. Va.....	13.15
via Clarksburg.....	13.15
Sistersville, W. Va.....	13.10
Wheeling.....	13.10
Sistersville, W. Va.....	13.10
Moundsville.....	13.10
Williamstown, Pa.....	14.00
ersburg.....	14.00
Murietta, O.....	14.00
Mason City, W. Va.....	14.95

Clifton, W. Va.....	\$ 4.95
Point Pleasant, W. Va.....	15.00
Gallipolis, O.....	15.00
Huntington, W. Va.....	15.00
Kenova, W. Va.....	15.00
Hyndman, Pa.....	9.15
Meyersdale, Pa.....	9.26
Rockwood, Pa.....	9.26
Somerset, Pa.....	9.26
Johnstown, Pa.....	9.26
Confluence, Pa.....	10.00
Connellsville, Pa.....	10.00
Dunbar, Pa.....	10.00
Uniontown, Pa.....	10.00
Morgantown, W. Va.....	10.95
Uniontown.....	10.95
Morgantown, W. Va.....	12.90
Fairmont.....	12.90
Everson, Pa.....	10.00
Mt. Pleasant, Pa.....	10.00
McKeesport, Pa.....	10.00
Braddock, Pa.....	10.00
Pittsburg, Pa.....	10.00

WEST OF OHIO RIVER

Chicago, Ill.....	\$19.00
Milford Junction, Ind.....	17.20
Avilla, Ind.....	16.25
Auburn, Ind.....	16.00
Defiance, O.....	16.00
Deshler, O.....	15.25
North Baltimore, O.....	15.25
Eastoria, O.....	14.30
Tiffin, O.....	14.60
Wooster, O.....	13.10

Elyria, O.....	\$12.80
Lorain, O.....	12.80
Mansfield, O.....	12.65
Richsville, O.....	12.65
New Philadelphia, O.....	12.65
Canal Dover, O.....	12.65
Akron, O.....	12.00
Cleveland, O.....	12.00
Canton, O.....	12.55
Warren, O.....	12.00

Youngstown, O.....	\$12.00
New Castle, Pa.....	11.55
Cambridge, O.....	13.70
Zanesville, O.....	14.00
Newark, O.....	14.00
Columbus, O.....	15.00
Mt. Vernon, O.....	14.00
Mansfield, O.....	14.00
Sandusky, O.....	14.25

STOP-OVERS

When a stop-over is desired, the holder of ticket must notify the Conductor of train, and must deposit ticket with Depot Ticket Agent immediately on arrival at stop-over point. This rule is imperative.

ON GOING TRIP, stop-over will be allowed at Oakland, Md., Mountain Lake Park, Md., Deer Park, Md., Harper's Ferry, W. Va., Shenandoah Junction, W. Va., Washington, D. C., and Baltimore, Md., until September 15, 1905.

ON RETURN TRIP, stop-over will be allowed at Baltimore, Md., Washington, D. C., Harper's Ferry, W. Va., Shenandoah Junction, W. Va., Deer Park, Md., Mountain Lake Park, Md., and Oakland, Md., until September 28, 1905, on tickets to which an extension pasteur has not been attached by Joint Agent, Philadelphia, Pa.; and for a period of 10 days, not to exceed October 5, 1905, on tickets to which an extension pasteur has been attached by Joint Agent at Philadelphia, Pa.

Ask Baltimore & Ohio Ticket Agents for Particulars.



Concerning the Dining Car Service of the Baltimore & Ohio Railroad

It is unexcelled. If you have any doubts, investigate it for yourself and draw your own conclusions. The Railway Company operates it, looks after details; likes to receive compliments if it pleases; and complaints if it does not.

The service is a la carte when it is deemed advisable, and table d'hote when the hours suggest a full course dinner.

The menu and service throughout is excellent.



AUG 19 1905

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Baltimore & Ohio



THE ESPLANADE OR "BOARDWALK," ATLANTIC CITY.

SPLENDID VESTIBULED TRAIN SERVICE

VIA

PHILADELPHIA

FROM

Chicago, St. Louis, Louisville
Cincinnati, Columbus
Cleveland, Pittsburgh
Washington and Baltimore

ATLANTIC CITY



THE BEACH AT ATLANTIC CITY

SPECIAL EXCURSIONS

AT

VERY LOW RATES

FROM

POINTS EAST OF OHIO RIVER

AUGUST 3, 17 and 31
1905

TICKETS GOOD 16 DAYS
INCLUDING DATE OF SALE

AND ON

AUGUST 10

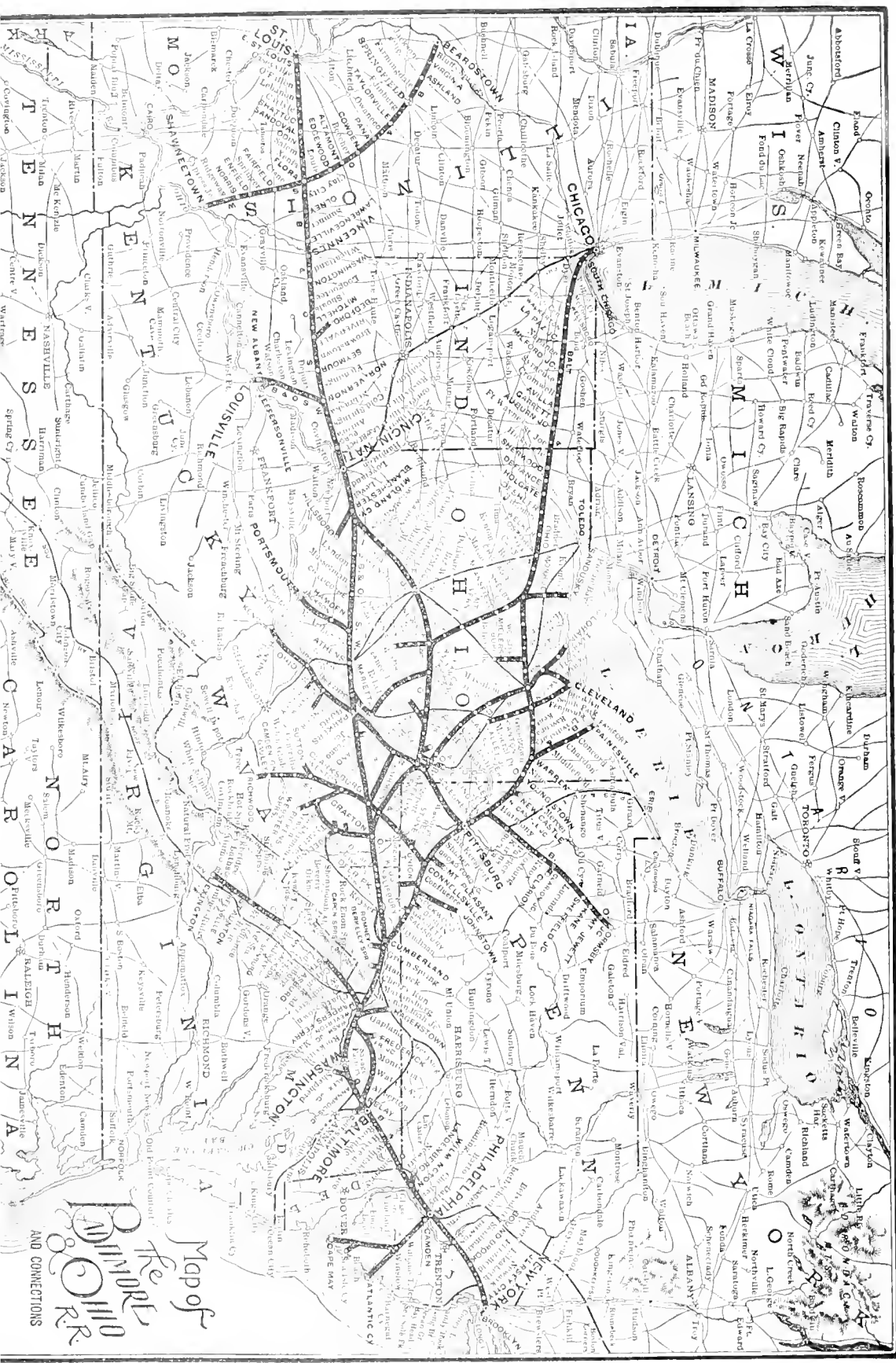
TICKETS GOOD 12 DAYS

FROM MANY

POINTS WEST OF OHIO RIVER

SEASHORE RESORTS

Secure Illustrated Pamphlet from B. & O. Ticket Agents



Map of
the
RAILROADS
AND CONNECTIONS

Baltimore

Ohio

R.R.

EAST AND WEST



CALENDAR - 1905



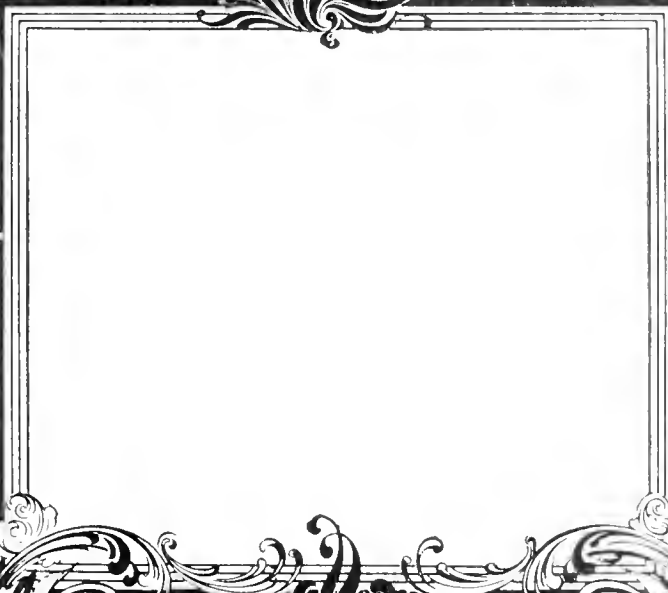
JANUARY							FEBRUARY							MARCH							APRIL						
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ROYAL BLUE TRAINS

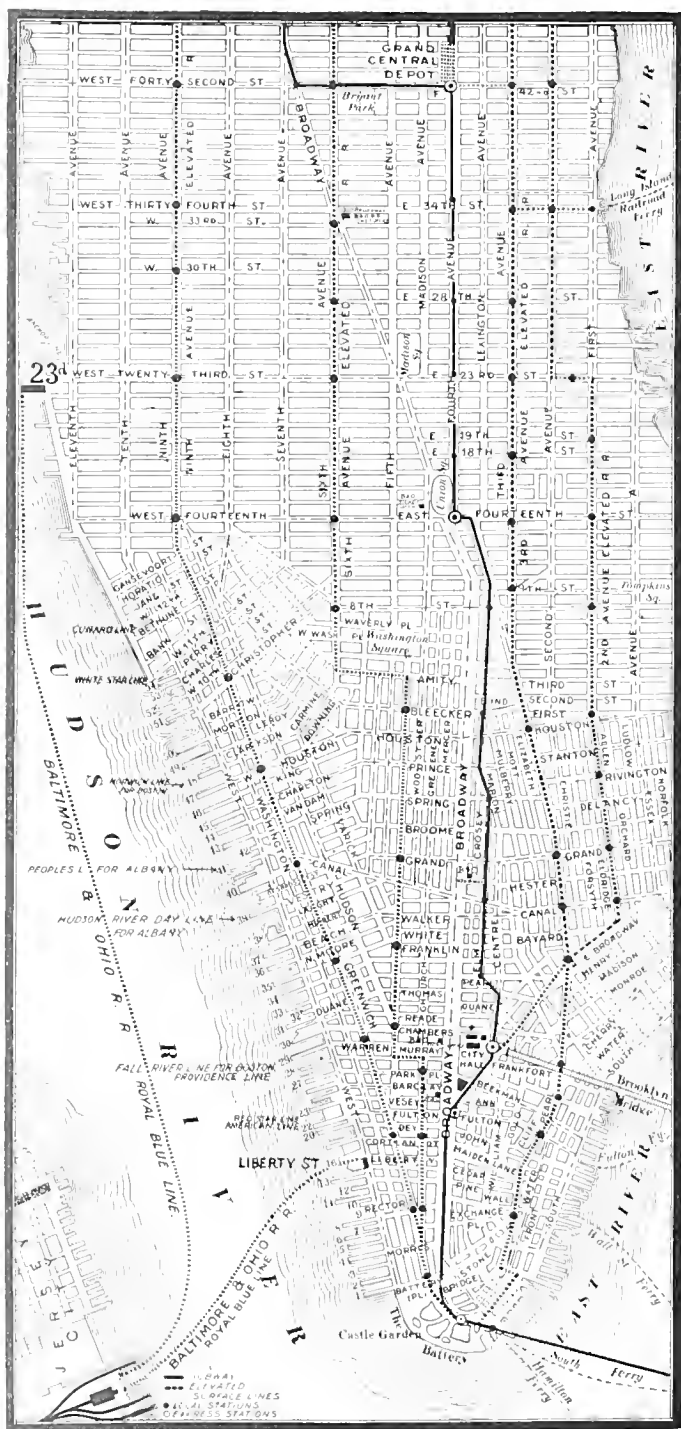
D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
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GEN'L. PASS. AGENT, BALTIMORE.

ROYAL BLUE



The New Baltimore & Ohio "Up-Town" Terminal in New York City





AT TWENTY-THIRD.

WRITTEN FOR THE "BOOK OF THE ROYAL BLUE"
BY STRICKLAND W. GILLILAN

*On the opening of the new Baltimore & Ohio Terminal
at Twenty-third Street, New York City*

I.

A sky all ragged at its nether edge;
High, slender towers vying each with each
In loftiness—an untrimmed, leafless hedge
In silhouette, with many a square-cut breach;
A wreath of smoke ascending here and there;
A distant, never-ending roar is heard
That lends pulsation to the very air—
This tale the ferry tells at Twenty-third.

II.

A dweller in the humbler world was I—
Out where the slower, simpler life is known—
Till, one gray dawn, there lay before my eye
The queen of cities, seated on her throne.
Against the progress of the wallowing thing
Whereon I rode the upstart tugs demurred,
And bells clanged out with never-ceasing ring—
This picture do I bear of Twenty-third.

III.

Were we at liberty a thousand times
To enter Heaven, each time by some new gate;
To hear those wondrous bells-of-Heaven chimes
From every vantage-point, 'tis safe to state
That through it all a memory we'd keep
Of when we first beheld and felt and heard.
So on my mind and heart is graven deep
Great Gotham's hustling gateway—Twenty-third.

THE NEW 23D STREET NEW YORK TERMINAL OF THE BALTIMORE & OHIO RAILROAD.

THE Baltimore & Ohio Railroad have "moved up-town" with one of its terminals at New York City. The new location is at the foot of West 23d Street, using the terminal of the Central Railroad of New Jersey. At the same time the terminal facilities at South Ferry, "White Hall Terminal," are discontinued, that property having been taken over by the city. The Liberty Street Terminal facilities in the lower part of the city are continued as heretofore.

The 23d Street Terminal is now used by the Baltimore & Ohio, "Royal Blue Line," Central Railroad of New Jersey, Reading, Pennsylvania, Lehigh Valley, Erie and Lackawanna Railway systems.

The advantages of an up-town entrance to New York City are manifold. The center of the hotel and theater section is practically at 23d and Broadway, and although rapid transit from the lower end of New York is available to every portion of the city, it is a fact that a great portion of the travel prefer to be landed in the up-town district, to avoid the congested traffic of the lower end.

In the reconstruction of the 23d Street Terminal many new conveniences were established; the Metropolitan Street Railway Company co-operating by putting in loops at the foot of 23d Street for the 14th, 23d, 28th and 29th cross-town street car lines; these cars enter the terminal under a glass-roofed canopy fifty feet wide, which extends along the street front of the Ferry House, so that passengers can step directly into the cars without having to raise their umbrellas in inclement weather or being annoyed by the street traffic. A cab service at low rates has also been established.

In the Central Railroad of New Jersey portion of the combined terminal will be

located three ticket offices, an information bureau, United States Express office, telegraph office and telephone booths. Adjoining the main waiting rooms are a ladies' retiring room, and smoking room.

Twenty-third Street is one of the great shopping centers of the town and the cross-town lines intersect with the various branches of the elevated railways and New York's phenomenal rapid transit institution, the new Subway, which all have stations on this street.

The up-town ticket office of the Baltimore & Ohio Railroad is at the corner of 34th and Broadway, and is probably the most favorably located ticket office in the city. It is on the same block with the Waldorf-Astoria; is across the street from the new Herald Building. Overhead is the Sixth Avenue Elevated Railway, while the Broadway and Sixth Avenue and 34th Street cross-town lines pass the door.

An idea as to the convenience of both the 23d Street Terminal and the Baltimore & Ohio City Ticket Office can be obtained from the following list of principal places in the immediate vicinity:

HOTELS.

Albemarle	Broadway and 24th Street
Bartholdi	Broadway and 23d Street
Earlington .....	.....55 West 27th Street
Fifth Avenue	Broadway and 23d Street
Grand	Broadway and 31st Street
Grand Union	Fourth Avenue and 42d Street
Gilsey	Broadway and 29th Street
Hoffman House	Broadway and 25th Street
Holland House	Fifth Avenue, Cor. 30th Street
Herald Square	116 West 34th Street
Imperial	Broadway and 31st Street
Manhattan	19 East 42d Street
Marlborough	Broadway and 36th Street
Murray Hill	Park Avenue and 40th Street
Normandie	Broadway and 38th Street
Park Avenue	Fourth Avenue and 33d Street
St. Cloud	Broadway and 43d Street
Sturtevant	Broadway and 29th Street
Waldorf-Astoria	Fifth Avenue and 34th Street

THE NEW 2ND STREET NEW YORK TERMINAL.

ART GALLERIES.

Academy of Design	Fourth Avenue, Cor. 23d Street
American Art Association	116 East 23d Street
American Museum of Natural History,	Central Park, West, Cor. 77th Street
American Water Color Society	52 East 23d Street
Cooper Union	Third Avenue and 8th Street
Fifth Avenue	306 Fifth Avenue
Metropolitan Museum of Art,	Central Park and East 83d Street
New York Historical Museum,	Second Avenue, Cor. 11th Street

COLLEGES AND SEMINARIES.

Academy Holy Cross	343 W. 13d Street
Academy Sacred Heart	19 West 17th Street
Bellevue Medical College	21 East 26th Street
College City of New York	17 Lexington Avenue
College of Pharmacy	115 West 68th Street
College of Physicians and Surgeons	137 West 59th Street
De La Salle Institute	105 West 59th Street
Jewish Theological Seminary	736 Lexington Avenue
New York Academy of Medicine	17 West 43d Street
New York College of Dentistry	1205 East 23d Street
New York Homeopathic Medical College,	Avenue A 63d Street
New York College of Music	128 East 58th Street
New York Law School	120 Broadway
New York Post Graduate Medical College,	301 East 20th Street
New York Preparatory	15 West 43d Street
New York University	University Heights
Normal College	Park Avenue and 68th Street
P. E. Theological Seminary,	West 20th, 9th Avenue and 10th Avenue
Rutgers Female College	75 West 55th Street
St. Francis Xavier College	130 West 16th Street
Science and Art	Cooper Union
Training School for Nurses	301 East 20th Street
Union Theological Seminary	700 Park Avenue
University of Medicine	110 East 26th Street
Woman's Medical College	321 East 15th Street

LIBRARIES.

American Geographical	11 West 20th Street
American Institute	113 West 34th Street
American Numismatic	17 West 13d Street
Cathedral	123 East 50th Street
City, "Free"	City Hall
Lenox	895 Fifth Avenue
Masonic	75 West 23d Street
Mechanical Engineers	12 West 31st Street
Mechanics and Tradesmen	20 West 14th Street
Mercantile	15 Astor Place
Methodist Book	150 Fifth Avenue
New York Academy of Medicine	17 West 43d Street
New York Historical	Second Avenue, Cor. 11th Street
New York Hospital	6 West 16th Street
Y. M. C. A.	52 East 23d Street

HOSPITALS.

American Veterinary	141 West 54th Street
Edin's	679 Lexington Avenue
Bellevue	Foot East 26th Street
Church	104 West 14st Street
Columbus	223 East 26th Street
French Benevolent	320 West 34th Street
Metropolitan	1305 Lexington Avenue
Metropolitan, Throat	351 West 34th Street
Mothers and Babies	218 1/2 East 34th Street
Mt. Sinai	66th Street, Cor. Lexington Avenue
New York College Veterinary Surgeons,	151 East 54th Street
New York Ophthalmic	201 East 23d Street
New York Polyclinic	214 1/2 East 34th Street
New York Post Graduate	301 East 20th Street
New York Sanitarium	217 West 19th Street
New York Skin and Cancer	213 East 34th Street
Nurses and Childs'	571 Lexington Avenue
St. Andrew's	213 East 17th Street
St. Elizabeth's	225 West 34st Street
St. Mary's	105 West 34th Street
Women's Infirmary	247 West 19th Street

THEATERS.

Academy of Music	2 Irving Place
American	Eighth Avenue and 43d Street
Bison	1229 Broadway
Broadway	Broadway and 11st Street
Casino	Broadway and 39th Street
Carnegie Hall	Seventh Avenue, Cor. 57th Street
Chickering Hall	Fifth Avenue, Cor. 18th Street
Comique	1195 Broadway
Criterion	Broadway and 44th Street
Daly's	Broadway and 30th Street
Eden Musee	75 West 23d Street
Empire	Broadway, Cor. 40th Street
Garden	Madison Avenue and 27th Street
Garrick	65 West 35th Street
Grand Opera House	Eighth Avenue and 23d Street
Herald Square	Broadway and 34th Street
Knickerbocker	Broadway and 38th Street
Koster & Bial's	145 West 34th Street
Lenox Lyceum	624 Madison Avenue
Lyceum	Fourth Avenue and 23d Street
Madison Square	8 West 24th Street
Madison Square Garden	Madison Ave. 26th and 27th Sts.
Manhattan	Broadway and 33d Street
Metropolitan Opera House	Broadway, 20th and 40th Sts.
Murray Hill	381 Lexington Avenue
New York	Broadway and 45th Street
Proctor's	Broadway and 28th Street
Wallack's	Broadway and 30th Street
Weber & Field's	1215 Broadway

MISCELLANEOUS.

New York Herald	Herald Square
Bryant Park, " Site of New Public Library,	Fifth Avenue and 12d Street
Central Park	59th to 110th Street

The Royal Blue Line

BALTIMORE & OHIO RAILROAD

FINEST SERIES OF PASSENGER TRAINS IN THE WORLD

SPLENDID ROYAL BLUE LINE COACHES. PULLMAN
DRAWING-ROOM PARLOR AND SLEEPING CARS. UNEX-
CELLED BALTIMORE & OHIO DINING CAR SERVICE

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"EVERY HOUR ON THE HOUR" FROM WASHINGTON TO BALTIMORE
DAILY, EXCEPT SUNDAY. RETURNING IN LIKE MANNER

FROM NEW YORK



"EVERY HOUR ON THE HOUR" FROM BALTIMORE TO WASHINGTON
DAILY, EXCEPT SUNDAY. RETURNING IN LIKE MANNER

"EVERY OTHER HOUR on the EVEN HOUR" to BALTIMORE and WASHINGTON
ADDITIONAL TRAINS AT 7.00 P. M. AND 12.15 NIGHT

BOOK OF THE ROYAL BLUE.

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THE SOLDIERS' AND SAILORS' MONUMENT, CLEVELAND, OHIO.

BOOK OF THE ROYAL BLUE.

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WILLIAM ELLIOTT LOWES, EDITOR.

VOL. VIII.

BALTIMORE, SEPTEMBER, 1905.

No. 12

THE CITY OF CLEVELAND.

BY W. R. ROSE.

Cleveland dates its beginning back to the famous Ordinance of 1787 of the Continental Congress. Of the great strip of land then allotted to Connecticut, and called the Connecticut Western Reserve, that state sold 3,000,000 acres to the Connecticut Land Company, which company in

change is said to be attributable to a newspaper whose type-fonts were limited.

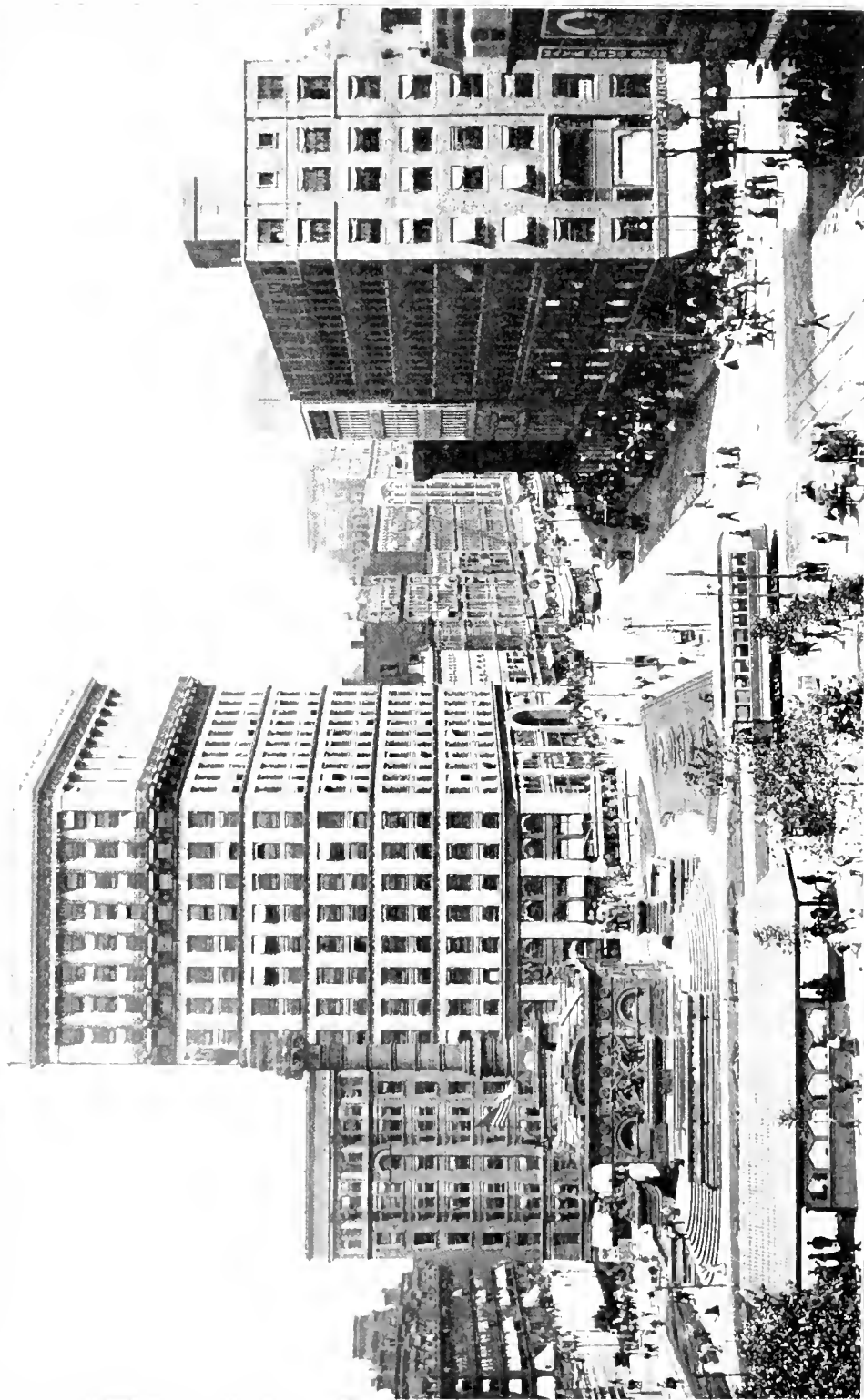
For many years two distinct cities grew together on either side of the river, "Ohio City" constituting all on the west side. In 1854 the consolidation took place, and "greater Cleveland" dates its greatness



EUCLID HEIGHTS BOULEVARD, CLEVELAND

1796 sent a party to make a survey of this territory. The party was headed by Gen. Moses Cleaveland, a revolutionary warrior and statesman, who established headquarters and a settlement at the mouth of the Cuyahoga River. The great city which now stands as a splendid memorial to his name has disfigured that name by dropping one letter from its proper spelling. This

from that time. Since then, through the acquisition of territory by various means, including the absorption of suburbs, the city has grown to have an area of thirty-six square miles and a population now estimated at 475,000. It has become the seventh city in size in the United States, the largest in Ohio, and the second on the Great Lakes.



EAST SIDE OF PUBLIC SQUARE, LOOKING TOWARD FULD AVENUE, CLEVELAND, OHIO

The frontage of the city proper on Lake Erie is approximately ten miles, but if the suburbs are included there are twenty miles of lake frontage. There are sixteen miles of improved harbor frontage on either side



STATUE OF GARFIELD.

of the Cuyahoga River, on which the city is located.

The beginning of Cleveland's growth was due to the completion of the Ohio Canal from Lake Erie to the Ohio River, whose northern terminus is the Cuyahoga River. This occurred in 1825. The principal impetus was received, however, from the discovery of the Ohio, Pennsylvania and West Virginia coal fields and the Lake Superior iron mining region, Cleveland being the natural meeting point for these two great minerals.

The material prosperity which has accompanied and made possible this growth is perhaps a truer index of the greatness of the city. As a commercial center and distributing point Cleveland has many advantages, particularly as a shipping port for the bituminous coal mining districts. But the backbone of the city's industries is in the iron ore, iron and steel trade. To illustrate, 60 per cent of the iron ore mined in the Lake Superior districts is received in the Cleveland district; and, incidentally, 80 per cent of the shipping which carries

this ore is owned in Cleveland, and a large part of the machinery which mines and puts it on board, and all of the machinery which unloads it, was invented and made in Cleveland.

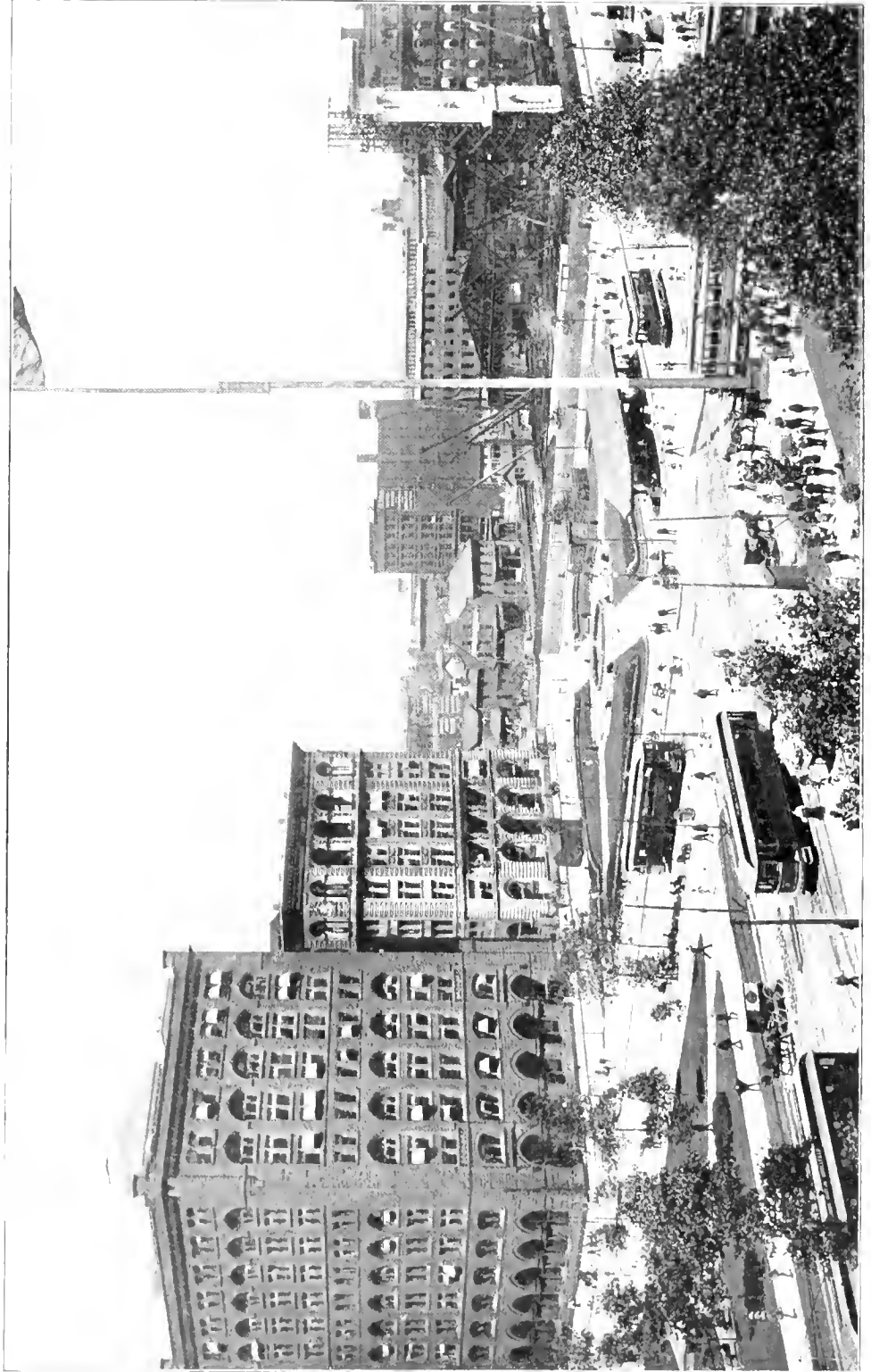
Of over three thousand manufacturing establishments located in Cleveland, and producing upwards of \$150,000,000 worth of output annually, it is safe to say that a majority are working in iron and steel. Cleveland is in the front rank in the production of pig iron, heavy forgings, bolts and nuts, carriage hardware, etc.

But Cleveland's activities are not by any means confined to iron. For instance, Cleveland was the original home of the Standard Oil Company, and still keeps to the front in oil products. More paints and varnishes are made here than in any other city in the country. The stone quarries in Northern Ohio, producing, among others, the famous Berea sandstone, distribute from Cleveland. The largest carbon works in the world are situated in the city of which the inventor of the arc-light is an honored resident.



PERRY MONUMENT

One of the largest sewing machine cabinet works is here; 60 per cent of the total product in vapor stoves (gas and gasoline) are made here; and in scores of other manufactures, from cloaks and garments to chewing gum, Cleveland is pre-eminent.



NORTH SIDE OF PUBLIC SQUARE, CLEVELAND, OHIO

The æsthetic spirit in Cleveland has kept pace with the commercial, and few cities of America can rival her in point of beauty. The abundance of shade trees gave Cleveland her cognomen of "The Forest City," and in all the growth of years, with its attendant cutting of streets, the city has

any one street in the world. Superior Street, a main thoroughfare, is 132 feet wide. Cleveland has a superb park and boulevard system, comprising 1,400 acres of thickly wooded parks, connected by thirty miles of splendidly paved boulevards. Much of the parkway skirts the



GORDON PARK, CLEVELAND, OHIO

continued to merit its appellation. Broad, well-paved and well-kept streets are the rule and are lined with splendid buildings and beautiful residences. Famous Euclid Avenue, for instance, ninety feet wide, bordered throughout its length with beautiful maples, elms and other shade trees, has in the down-town section some of the finest office buildings in the West, and farther out some of the most magnificent residences. It perhaps represents as much wealth as

lake shore, for Cleveland and its suburbs enclose twenty miles of water front.

As a convention city Cleveland is ideal, being easier of access to more people than any other city of her size, both by water and land routes; her climate is all that could be desired; she is proud of hotels unsurpassed for the comfort and convenience of their guests, and the hospitality of her people has been proved on thousands of occasions.

THE "Book of the Royal Blue"
presents this, its third number,
issued in honor of the Third Annual
Convention of the American Press
Humorists at Cleveland in September,
1905, with the following autograph
contributions from many of its
members.

THE CHIEFEST DAINTY.

A Song of the Average Man.

You may prate of frizzled tortoise; you may boast of froggies' limbs;
 To the toothsome spring-time pullet you may warble wondrous hymns;
 You may lilt of mother's biscuit; you may rave o'er aunty's jellies;
 You may sing the worth of other foods in sonnets sweet as Shelley's,
 But there's something strikes me better yet than e'en the Small-Neck clam—
 When I'm hiking hungry homeward and I

Smell
 Fried
 Ham.

Pigs in blankets—made of oysters wrapped in bacon slices thin;
 Sweet potatoes—a la country; duck with loads of stuffing in;
 Fresh asparagus—in April when the home crop's coming on;
 Quail-on-toast—the first you tackle when the law-restriction's gone—
 These, though fine, don't even tempt me in the state in which I am
 When I'm hiking hungry homeward and I

Smell
 Fried
 Ham.

Here's to him who first invented that division of the pig!
 We should build to him a monument that's prominent and big,
 We should carve his name in letters folks could read from distant Mars
 And extol this benefactor in a way to beat the cars.
 I don't even yearn for biscuit hot as Hades, smeared with jam,
 When I'm hiking hungry homeward and I

Smell
 Fried
 Ham.

S.W. Gilman

THE BANZAI BOOM.

Now comes the dovelike note of peace,
 Boom, Banzai;
 The Japs have got the big Bear's grease,
 Boom, Banzai;
 They yielded some of victory's fame,
 They seemed to go a little lame,
 They bore a portion of the blame,
 They bluffed a wee bit in the game,
 But, say, they got there just the same,
 Boom, Banzai.

W. J. Sampson

THE FRENCHMAN VISITS CHICAGO.

Zis Anglais langvids I not understand me moach;
 Eet ees not lozgical, if I can jodge,
 For eet ees not long since I make visite
 Au Chi-ca-go. Zey take me on ze street
 And to me show ze buildings, high, high, high!
 Zey call zem, voila! serapaire-of-ze-sky!
 I look upon ze moad down on ze street
 And wish zey had ze serapaire of ze street.

"Look at zie stream. It flow," zey say to me,
 "Straight from ze city's heart to ze blue sea."
 Straight from ze heart! ma foi! so black a river
 I zink it flow not from ze heart, but from ze liver.

Zey take me to ze yard, where ees ze stock,
 Ze peeg—ten tousan', tousan' peeg—vat you call "hock."
 Zat night at a recep-ti-on, zey to me say,
 "Ant how you like Chi-ca-go zees fairst day?"
 I say, "O, magnifique! I not can like it more;
 I nevaire meet so many hock in all my life before!"
 But ah! I find I do not speak ze vay
 I mean to speak, to spoke ze zing I say.

Zen someone speak about ze trust and I speak out,
 "Vhat ees zis trust I hear so moach about?"
 Zey say eet ees a com-bin-a-ti-on of ze stock.
 "Stock? stock?" I say. "Zen ees ze trust more hock!"
 Zey say zat I have right and zen zey roar
 And ah! I find I am zhoke once more.

I find zere ees a trust in zees, a trust in zat,
 Trust in ze shoe down here, oap in ze hat,
 A trust in vhat you eat, you drink, you wear,
 A trust in everyzing and everywhere.
 By gar! I meet a man zat have a vife,
La plus jolie I ever see in all my life!
 Zat gentilman he say, he tell me, sir,
 He have a trust, a perfect trust, in her!
 Trust in his vife! ma foi! I am so shock!
 And zen I ask what will he take for all ze stock?

Emmance Cook

MY AUTO GIRL.

Oh! the mystery that hides within a pair of goggled eyes,
 Staring eyes,
 Glaring eyes,
 Spectre-like to view,
 They seem to frighten you,
 When the car is bumping, jumping in its time-destroying race,
 Bouncing, jouncing o'er the road, at times leaping through space,
 Now grave, now gay, they feel each way as fast as fancy flies,
 But you never see the color of those dust-disfigured eyes.

Oh! the mystery that hides behind a pair of goggled eyes;
 Glassy eyes,
 Brassy eyes,
 Are they of tender hue?
 Or midnight's shade in hue?

You watch and pray and crave she may once raise those bits of glass,
 So you may see if she should be some mischievous, loving lass,
 You feel 'twould heal your aching heart—in vain to her it cries—
 What sweet romance hides in a glance of sombre-goggled eyes.

Jas. T. Sullivan

UNTOLD TROUBLES.

Some folk are always talking of the troubles that are theirs;
 They put in half their time discoursing on their many cares—
 But I—I never mention anything that worries me,
 For instance, I've a headache that's as painful as can be;
 I've told my friends about it, and the minute I get through
 They start to tell their troubles—it's exactly what they do.

Last evening Mr. Perkins came to make a friendly call—
 I told him of the money that I lost in wheat last fall,
 And all about my feelings when I had to close the deal;
 And Perkins tried to tell me of his little loss in steel.
 But just to check his habit I told of my baldness then,
 For Perkins tells his troubles—he is of that class of men.

It's strange, but when I travel I am sure to miss a train,
 But even then I do not pull a long face and complain;
 I've told of times and places where I've waited, wet and cold,
 For trains two hours behind time, with two heavy grips to hold;
 And just when I had finished someone else would start to say,
 "I had the hardest kind of luck in missing trains one day."

One time the rheumatism had me flat for seven weeks;
 The roof above my house is simply honeycombed with leaks;
 I've got the indigestion till I hardly dare to eat,
 And bunions set me crazy with their throbbings through my feet;
 And when I tell about them—it is never known to fail—
 Some fellow who has troubles will set up a talky wail.

You heard about my auto? Why, the blamed thing is a fraud!
 The sparking plug is faulty and the tank is whopperjawed;
 It breaks down in the country—and I have to walk to town
 To find someone to hear me tell just how the thing broke down.
 But, still, I'm optimistic, as a rule, at any rate;
 I never tell my troubles—Bless my soul, I've talked too late!



A FEW QUESTIONS.

When Peary has conquered the legions of snow
 That guard the approach to the pole,
 And has paid in starvation and weakness and woe
 The way to the coveted goal;
 When he's braved all the perils of Arctic device
 And has bearded the frost in its lair,
 Will he find, as he climbs o'er the last pile of ice,
 A Carnegie library there?

As he hurries along through the snowdrifts so drear,
 Where the foot of no other has trod;
 Where there's nothing but icebergs the stranger to cheer,
 No flowers, no forest, no sod,
 Will he find, as he threshes his hands on his chest
 To keep his cold fingers from freezing,
 An Eskimo whistling, with hideous zest,
 That noble refrain, "Only teasing"?

When he bucks the last blizzard and eats his last shoe
 And drags his sledge o'er the last mile;
 When he reaches the spot where the axle sticks through
 And staggers up closely with a smile,
 Will he find, as reward for his daring so fine,
 His years of privation and toil,
 A pole that is hid by a flaming red sign:
 "No trespassers here. Standard Oil"?

Geo. Fitch.

LOVE LETTERS OF A LAD.

I.

When you past by our house today and seen
 Me washen windos with my old cloze on
 I hoped you wouldnt see me. Youre so clean
 And sweet and I just trembuld till youre gone.
 That grate big patch thats in my worken pants
 was turnd to you and must of showed a bit,
 I wood of hid it if I had the chance
 But you were gone befor I thott of it.

If you had bin aloan I woodunt care
 So much because you know thare not my best,
 But O to have your muther see me there,
 She must of notist how poor I was drest.
 I know you lookd at me but I cood not
 Look back. I didnt want to show my face
 Because I hoped your muther may of thott
 I was sum hired hand about the place.

What did your muther say? Ime almost shure
 She ast you if that aint the littul lad
 That plays with you and Willie? O if youre
 The gurl I think you are you wood of had
 The curridge to say O no Maw I guess
 That is the hired man. And youd go on
 As if you never seen me and Ide bless
 You for your frendship to me when youre gone.

II.

I wish youd ast your father not to call
 Me Bubb. I dont mind Sonny or My Lad,
 But Bubb just maiks you feel so otte small,
 And if hees not your father Ide be madd.
 Of course he doesnt know that you and me
 Are goen to get married; but you know
 Boys here him call me Bubb so much you see
 It maiks um think our marridge isent so.

I thott Ide speke to him the uther day
 But when I seen him comen down the walk
 Sumhow I coodunt think of what to say
 And my throte got so dry I coodunt talk.
 You know him bettern I do and so you
 Had better tell him what I wood of sed
 When my throte got so dry. And if you do
 I wish youd think our naim is Nedd.

Ide tell him weere engaged but Ime afrade
 Heed shut you in sum glumy cassel tower
 Where you cood never see me till youd fade
 And lose your bewty like a witherd flour.
 So for the preasunt lie be satisfide
 If he dont call me Bubb. Distroy this note
 As quick as you have red it. Have you tride
 Them Lozengers I sent you for your throte?

III.

I coodunt come and mite you where we sed
 Lass nite because my muther made me go
 To bed rite after supper. If Ime dedd
 Tommorro mornen darling, you will know
 That my sad hart was broke and when I dide
 I thott of you with my last dyen breth,
 And you will know it was my hotty pride
 Led me to droun my bitter wo in deth.

I thott of you a waten for me there
 While Ime lockt up and maid to go to bed,
 And then I nasht my teeth and toar my hare
 And wunderd what you thott and what you sed.
 He never, never face the world agen,
 So when Ime dedd remembur I was true,
 And if I was not in a prizen pen
 I wood of burst my bonds and come to you.

Please have me berried in my Sunday cloze
 And let me ware the ring you give to me
 When we was furst engaged. Nobody knows
 Our seacrent. Please dont go with Henry Lee
 When I am dedd. Poor muther how sheel cry
 When its too lait. You know you promist me
 And crost your hart if ever I shoud die
 Youd never, never go with Henry Lee.

James H. Taylor

ONLY A TRAMP.

Recitatione Pathetique.

I'm only a tramp with a grimy face;
The rags I wear are a foul disgrace;
Tattered and dirty, and stooping, and thin,
With a queer battered hat and an unhaven chin;
Dirty and tattered and bleary of eye,
And the women shrink back as I pass them by

Hungry and thirsty I shambled along,
Shunned by the haughty and well-fed throng,
And I heard from the lips of a woman fair;
"Ah, the poor wretch, how he poisons the air!"

Fainting and footsore I paused by a door
That swung at my touch o'er a smooth polished floor.
The air was filled with an odor sweet,
The floor was warm to my blistered feet;
Softly I entered and peered about,
Ready to fly at a warning shout.
But the room was still—I was quite alone
As I pressed my way o'er the floor of stone,
Pressed my way 'till my bleary eye
Saw a row of vats so huge and high.

Then to my mind came the knowledge clear,
These were brewery vats and filled with beer.

Even as I gazed a beautiful child,
With sunny curls and hair blown wild,
Came romping along the narrow plank
That stretched above from tank to tank.
Then as I watched the child so rash
She slipped and fell with a sudden splash!
Slipped and fell with a choking cry
And sank like a stone from mortal eye!

I shrieked aloud—there was none to hear!
I sprang to the place with the speed of a deer—
Sprang to the vat where the child went down,
With her merry smile and her curls so brown!
I'm only a tramp with a grimy face,
A shambling pest and a foul disgrace,
Yet I knew what to do in that fearful hour—
The courage was mine, and the will and the power!
I bent o'er the vat and with gulplings wild
I drank all the beer and I saved the child !!!

H. P. Rose.

BIRTH OF THE MICROBE.

- 10** little microbes on a trolley line;
One got a thousand volts, and then there were **9**.
- 9** little microbes feeding on a plate;
One took some breakfast food, and then there were **8**.
- 8** little microbes never heard of heaven;
One got on Dowie's tongue, and then there were **7**.
- 7** little microbes on some garden sticks;
One took paris green, and then there were **6**.
- 6** little microbes sitting on a hive;
One argued with a bee, and then there were **5**.
- 5** little microbes on the kitchen floor;
One tasted bugine, and then there were **4**.
- 4** little microbes on a bar-room spree;
One got in the fusil oil, and then there were **3**.
- 3** little microbes on an auto flew;
One smelled the gasoline, and then there were **2**.
- 2** little microbes looking for some fun;
One was tickled quite to death, and then there was **1**.
- 1** little microbe on a baby's jaw;
Mamma kissed where microbe was, and made **100** more.

E. A. Oliver.

THE SORROWS OF DOLORES.

I.

Dolores Dinglesnit had been married four months and seven days when she discovered the awful truth. The sun was low in the west and the sea was moaning on the bar. It may not have been known to Dolores that the sea was moaning or that there was a bar. In fact, there is a reasonable certainty that she possessed no knowledge of the sea's troubles at that time. She was more than eight hundred miles from its nearest shore, and she wouldn't have cared about its troubles anyway.

The truth is that Dolores was a miserable, heartbroken woman. Unto her had come the terrible thought that after she was dead and put away in the cold glacial drift another would take her place by the side of Calvin Dinglesnit and go whither he went and accept his people as her people and gather his clothes up every Monday morning for the laundry. It was a premonition.

Calvin had told her that he would get home at 6 o'clock, and it was now 6.03!

Why was he late? Her heart fell nearly four inches as she asked herself the question. There could be but one answer. And this man had promised to love, honor and protect her! This monster in human guise had taken her in her innocence from the parents whose idol she had been, and she had willingly put her life in his keeping!

Suddenly there flashed before her mind's eye a picture. It represented a wolf carrying between his dripping jaws a ewe lamb—at least she supposed it must be a ewe lamb. No other kind of a lamb could have looked so pure, so white, so pitiful as that lamb did. It was a picture that had hung in her room when she was a child, but it had for years been forgotten. Now she seemed to see it again as plainly as if it had but yesterday been pulled down and put in the rubbish box.

What was the meaning of this sudden remembrance of a picture that she had not thought of since it had become immodest for her to show her ankles? It was all clear to her now. That picture had been intended by Fate as a warning to her. She was the innocent ewe lamb!

We shall name no names in connection with the identification of the person represented by the wolf, but it cannot be denied that Calvin Dinglesnit was not there clasping his wife in his arms and protecting her with his life, if need be.

And where was he? Is it necessary to follow the perfidious man upon his sinful way—to descend with him to the depths for the purpose of picturing his degradation? Nay, let us draw back from the horrible scene and breathe the pure atmosphere in the presence of the sweet but stricken Dolores.

II.

Three years have passed, and Dolores Dinglesnit sits alone. There is a far-away look in her eyes and a great sorrow in her heart. The sun has but lately crossed the meridian and the cook has just given notice of her intention to quit because Calvin Dinglesnit made the remark at breakfast that the coffee tasted like the southeast corner of a tannery. Dolores is no longer a slim, care-free girl. She has tried nine different kinds of anti-fat medicines, and it is but two days since she hurt her side by bumping against the corner of the dresser.

Suddenly she remembers that she had a great-aunt by marriage who died of cancer. Now it all comes to her as plainly as if it had been written by a white, mysterious finger in flaming characters upon the wall of the luxuriously furnished room. It is this dread malady which is to carry her off, just as fortune is within her kind, true, generous but treacherous husband's grasp, so that another may be brought in to enjoy the splendors for which Dolores Hinks Dinglesnit has waited so patiently all these years.

Two scalding tears dangle for a moment on her drooping lashes and then course down her cheeks, to be lost, at last, among the rich, soft folds of her well-rounded chin. Nay, it is not self-pity that makes her weep. She can see herself as she lies still and cold, surrounded by flowers, in the white-and-gold reception parlor, and across her mental vision flashes a picture of the spot where she is to sleep forever upon the grassy knoll just beyond the place where Jonathan Turner's three wives are buried in a row. But it is not the thought of her own pitiful fate that makes her sad. She is thinking of the wicked woman who will marry Calvin Dinglesnit for his money and never let him find it out.

"I took him when he had little or nothing," she sighs. "It was I—I mean me—that made him what he is. If it had not been for me he might have gone to the bad and bet on horse races and remained a poor man all his life. I have been his comforter in sickness and in sorrow. I have kept him from filling a drunkard's grave, although I will say for Cal that he never tasted liquor before he knew me. He has told me so himself. And she will take my place here when I am gone and by pretending that she likes the smell of tobacco smoke when he lights his cigar after dinner, make him forget that she is not the only woman he ever loved. Ah, I can see the designing creature now. But she shall never have my rings! I will give them all to mother before I die."

"What's the matter?" asks Calvin Dinglesnit, taking a sofa pillow from his favorite chair and flinging it into a corner.

His wife looks at him reproachfully and answers: "Some day, when it is too late, when you have lost me forever and someone else is here in my place, you may realize what—"

"Oh, pshaw! Don't be foolish. You've been telling me that ever since the day we got back from our wedding trip."

And this is the man who once told her that they were created for each other.

III.

Calvin Dinglesnit and his wife have but recently celebrated the twentieth anniversary of their wedding. Dolores sits in her room alone, bowed down by the weight of forty-two years and 167 pounds of misery. It is true that around her are the comforts and luxuries that betoken wealth, but alas! she is not long for this world. She has just had a premonition that another will soon be in her place. Do not scoff. She knows a premonition when she has one. She is no longer a silly girl, to be frightened at every passing shadow.

The picture that she sees of herself lying in her coffin is so real that she can almost smell the tube-roses. There can be no mistake about it this time. Her indomitable will has kept her alive all these years, but she can hold out no longer—not even to save Calvin from the unworthy creature who will by letting him think she considers him a handsome and wonderful man, win his love and betray it by making him so happy that he will want to thank God every morning because the world is beautiful and he is in it.

The thought is more than she can bear. She throws herself upon her couch and prays for strength to save him from this terrible fate. But her prayer is made in vain. An indefinable something tells her that it cannot be answered. Oh, if Calvin, after she is gone, would only marry some plain, good old soul who could appreciate his sterling qualities, she would be able to resign herself to the inevitable, but she knows he is too much of a fool for that.

If she could only give away her jewels and the other valuable things she possesses, and then get

them back in case she didn't die, her mind would be easier. She knows of no one, however, in whom she could put so great a trust. Ah, well, it will soon be over. Her suffering can last but a little longer.

"Why," asks C. Dinglesnit, when she begs him not to marry that gushy Linsecomb girl, "don't you apply to the courts for an injunction restraining me from marrying any woman unless she is over fifty-seven years old and homely enough to make a door squeak? One can get an injunction for almost anything now, you know."

"All I can say, Calvin Dinglesnit," she sobs, "is that I hope your conscience will not trouble you when I'm gone."

IV.

Dolores Dinglesnit's once raven tresses are white. To-morrow will be her sixty-third birthday, and a great sorrow is upon her. She has just had a premonition that she is not long for this world and that Calvin will—

But why repeat the story?

GROUNDS FOR SUSPICION.

Little Henry Wilkinson ain't livin' any more;
He got the scarlet fever and he's on the other shore;
He always went to Sunday school, and never told a lie;
He never had no fights, and he's got wings up in the sky;
Pa looked at ma and nearly wept, the day the news was brung,
And said he knew that Henry'd go, because the good die young.

Most every day they scold at me for something that I've done,
And say they wish I'd be as good as Henry Wilkinson;
If I forget and disobey or don't come when they call,
Or kick the door, or tear my clo's, or mark things on the wall
It always makes them think about poor little Henry who
Is gone because the good die young—and I'm so healthy, too!

They're always sayin' that if I'd obey them they'd be glad,
And every chance they get they tell me how to not be bad;
They make me go to Sunday school and learn the text by heart,
Like Henry did before his folks and him were forced to part;
Sometimes I get to wonderin' if such a thing could be
That pa and ma are schemin' to get out of raisin' me.

S. G. Kiser.

TWO TUBFULS OF TEARS FROM THE SOUTHWEST SENTIMENT SHOP.

Home-going.

What joy—and yet what sadness—in home-going! How the sight of the little vine-clad cottage thrills and brings a lump into the throat and a burning sensation—well, no matter where! It was a case of hip, hip, without the hurrah, as I recall it—only the thought of by-gone days in the chop-house—that is to say, the wood-shed, that caused the picture to paint itself anew. The old gate which always compelled me to get one on myself when it got off its hinges; and the old rain barrel at the corner, under the spout, where the supply ran out long before the rain ran in; and the lilac bush close to the kitchen door—how father did believe in beating about the bush! Then the garden and its onions and lettuce, which wouldn't until long after we had begun to long for it; and the row of gooseberry trees with the butternut vines butting in at their roots; and the soft summer sun shining over all as it used to when father's overalls shone by reason of his declining and reclining habits, while he watched his soft summer son rooting in the garden without a single fan to help him. And here is the dear old reaper—rusty-bladed now! How it used to go against the grain to have to run it! Now the plowshares the wagon-shed with it, and other sights there are harrowing. Everything is silence—gloom—nothing but echoes of the past. Even the corn crib has no ears for what you say. We wander down to the swimming pool where we used to water the stock till somebody began watering father's amalgamated for him and by such low and unkind tricks robbed him of his lowing kine, although it left him cowed. The barn is no longer in the hay-day of its glory, and the cider-press has suspended publication. The only sign of life and the ways of modern days is the wind-mill, which is still a draw at the end of the tenth round. All—except that the crickets are singing in the shade of the old apple tree—proving that nature knows no law.

A Sunday Drive.

They were driving in the country on one of those balmy Sundays so common to Southern California. He was a great fellow to drive a bargain, but he had got in on a damaged goods sale when he met the liveryman. He understood why the horse was called Otto. It was tired and he realized that he would have to try another tack the next time, else, paradoxical as it might seem, love's young dream would be punctured. When he noticed his feet going to sleep in the bed of the buggy he decided to talk about something, so he talked about half an hour. She was a dream. She might have walked in her sleep and saved the price of the rig for him. They were crossing a stream. That it was a stream was proven by the fact that there was a bridge over it. (Note: That last one is for use only in California—both the gag and the bridge.) "Whist!" he said. The horse laid down on the bridge, thus playing his strong card. The lovers remained on the upper deck. A flush came over her face and she dropped her eyes. He shuffled about till he found them and returned them to her. She was out of patience. He was out two hours and \$3.00 on the rig. They walked to a summer garden, near by where near-beer was on sale. They remarked to a nervous waiter that they had just dropped around. He dropped a round, too, but the boss let him off with the price of the glasses after he got hot under the collar and frothed. The customers looked good to the proprietor, although he looked bad to them as he had a stein his eye. Some other couples who had dates there shared them with our hero and heroine. They all ate after a fashion—that is off the fashion plate in which the dates were wrapped. Just then the rain began pattern down. Our hero spent his week's salary, but, strange to say, when the news reached New York, nobody there seemed to care.

Frank D. Burright

THE SEVEN AGES OF POETRY.

The poets have their ages seven:
First comes the lad about eleven,
Who charms his mates by breaking loose
In quatrains a la Mother Goose.
The high school boy with nerve sublime
Next roasts the faculty in rhyme.
Then comes the colt of seventeen,
With sonnets to his fairy queen.
Around the age of twenty-one
The fierce Byronic mood comes on.
At twenty-five ambition leads
To epic and to tragic screeds.
At thirty there's a wife and twins.
The poet at this point begins
To think about a living wage
And grinds out coon songs for the stage.
Last age: When poetry no more
Can keep the sheriff from the door,
And duns in ev'ry corner lurk,
The poet wilts and —goes to work.

Arthur G. Burgoyne

VACATION MEMORIES.

How dear to your heart are the scenes of vacation
 When fond recollection presents them to view;
 The springhouse, the milk crock, the gourd that hung by it,
 And all of those good things your appetite knew.
 The old-fashioned farmhouse, the dinner bell near it,
 The hammock that swung where the cool breezes played;
 The old wooden hammock, the barrel-stave hammock,
 The quilt-covered hammock, that hung in the shade.

How glad were those days when, in negligee costume,
 You wandered thro' woodlands and sweet, verdant vales;
 How thoughtless you were of that homemade complexion;
 How heedless you were of unmanicured nails.
 And when you turned in with your chiggers and sunburn,
 Awearied by wand'rings o'er hilltop and glade,
 How gladly you dropped in that old wooden hammock,
 That barrel-stave hammock, that hung in the shade.

But now you've come back to your ice tea and sandwich,
 The hot asphalt pavement's your "daisy-decked dell."
 You pile into bed in a two by four flat suite
 And sadly you murmur: "Say, isn't this ——?" Well,
 Don't say what you meant to, just fondly remember
 The hammock out there where the cool breezes played;
 The old wooden hammock, the barrel-stave hammock,
 The quilt-covered hammock, that hung in the shade.

H. M. Herdell

THE MORNING AFTER.

I dreamed that I dwelt on an isle of cracked ice,
 In the midst of a lake of champagne,
 Where bloomed the mint julep in meadows of green,
 Amid showers of lithia rain.
 I reclined on a divan of lager beer foam,
 With a pillow of froth for my head,
 While the spray from a fountain of sparkling gin fizz
 Descended like dew on my bed.
 From far-away mountains of crystalline ice,
 A zephyr refreshing and cool
 Came wafting the incense of sweet muscatel
 That sparkled in many a pool.
 My senses were soothed by the soft purling song
 Of the brooklet of pousse cafe
 That rippled along over pebbles of snow
 To a river of absinthe frappe.
 Then lulled by the music of tinkling glass
 From the schooners that danced on the deep,
 I dreamily sipped a cool highball or two
 And languidly floated to sleep.

* * * * *

And then I awoke—on a bed full of rocks,
 With a bolster as hard as a brick,
 A wrench in my neck and a wrack in my head
 And a stomach detestably sick;
 With sand in my eyes and a grit in my throat,
 Where the taste of last evening still clung,
 And I felt a dry bath towel stuffed in my mouth,
 Which I afterwards found was my tongue;
 And I groped for the thread of the evening before
 In the mystified maze of my brain,
 Until a great light burst upon me at last:
 "By thunder! I got mine again."

George S. Applegarth

A WORD OF CHEER.

Poet and jester, nor singer I, but here is a humble lay—
 A song I know that will go unheard by the world till the judgment day—
 But you who have sung and you who have smiled and jollied the world along
 Have never as yet been praised by bard or extolled in the realms of song.
 And I, no poet, with feeble pen, with naught of a singer's ways,
 Have ventured "where angels fear to tread" to try to sing your praise.
 And this is my burthen, this my lay, the bent of my humble song:
 A word of cheer for my brothers here who jolly the world along.

A column to fill! And the world wags hot, the heat from the glaring pave
 Surges and shimmers up where you write in a withering, endless wave.
 A column to fill! And the country calls, where the cool of the orchard sod
 Is balm to the man who bends to the task and the will of its iron rod.
 But the world must laugh and the world must quaff of the things to make it glad,
 And the world must have its jingle and jest, for the gray old world grows sad.
 And so I say in my humble lay, in this, my feeble song,
 A word of cheer for my brothers here who jolly the world along.

A column to fill! And little it cares if heavy and sad the heart,
 For the jingle and jest must have their place and play their daily part.
 A column to fill! And the world looks on—the paper is cast aside—
 And the morning dawns with the same old gap, a column long and wide.
 For jingle and jest and verse and jibe must come day after day,
 Tho' skies be dark and the world of care finds writer an easy prey.
 And so I say in my humble lay, in this, my feeble song,
 A word of cheer for my brothers here who jolly the world along.

Will F. Griffin

WANTED—A SUBJECT.

Let's see: Suppose I sing about the swiftly passing years?
 It's true, the subject's ancient, but it's always one that cheers;
 I'll round up every stanza with the chorus heard to-day.
 That "Christmases come oftener as we are getting gray."
 That's not a bad conception!—Wait! a locomotive bell
 Gives me a new idea: that it would be just as well
 To sing about the changes in the transportation line—
 How first on foot we journeyed, then upon the patient kine,
 Then camels, donkeys, horses, up to coaches drawn by steam—
 Hold on—hold on a moment! What is that outlandish scream?
 Why, bless me, a calliope! A show has struck the town,
 And here comes the procession, with the trick mule and the clown!
 Ah! Now here's a subject, come just ready to my hand!
 I'll write some glowing stanzas to the music of the band;
 I'll sing about the shows of old, what wond'rous ones we had;
 There's nothing now can equal those I witnessed when a lad.
 I'll tell how I would carry water for the — Now, what's that?
 A brace of drunken rowdies by the window have a spat!
 Now, where's a cop? Ah, wonderful! Here comes one on a run!
 What lies! I hear them tell him they were scrapping just in fun!
 I'd swear they were in earnest; but the incident will serve
 For subject of a poem on the average hoodlum's nerve;
 Sublime idea! I can stuff it from an old historic tome—
 A simile from Sparta and a parallel from Rome
 Will add a touch of learning and will give a spicy charm;
 Come forth, O Muse, and aid me!—Hang it, there's the fire alarm!
 The old Third Ward! My shop is there! Retire, ye Muse, retire!
 For I must fly. When I get back I'll sing about the fire.

Robt. L. Pemberton.

HIRAM HAYFIELD'S VIEWS.

The Unofficial Autocrat of Current Events Writes a Characteristic Letter on the Wrongs of the Professional Optimist.

GRASS VALLEY, OREGON, July 11, 1905.

TO HOOM IT MAY KONSERN:

When I red in the Grass Valley Gazoot that my old friend and feller optymust, Chansy M. Depew, was being onkindly kritisized, I was mad clean throo at the outrage. It's a plum shame that the wurruld won't let a man smile and smile and be an optymust still, without asking him, "Whur did you git it at?" or shouting from the housetops, "Did you urn it, or jess endorse the check?" As the poet Burns sez, man's inhumanity to man makes kountless thousands more'n the man needs for human nature's daly food.

No matter if Chansy did dror 20,000 a year from the fkkitable Life for 20 years, for legal survusses, without doing no survuss visible to the naked I. He ondoubtedly was willing to surve any day in the week, including Sunday forenoons, if called upon by Mister Hyde or Doctor Jekyll or any other orficer in the kumpany. Let us ricollect that the grate poet Milton, who sung long before Waukeen Miller nurved himself for poetic flites by kutting kord wood down at U'jean, sez that they also surve hoo only stand and wait for the wurruld to pay them a living, whuther they urn it or not.

For my part, I'm moughty glad that this here nooz has leaked out. I always did wunder how in Sam Hill my friend Chansy could manage to be so optymystick. I used to set up nights till past ate P. M. jess wondering how any man could be sech an optymust in all kinds of weather like they have in Noo York. For nigh onto 40 years Chansy Depew has bin the ark life at after-supper talking bees, while all the others was only one candle power and liable to be snuffed out any minnit at that. That was because they was only droring their regular salary every Sattiday night, with no onurned inkermment coming in the necks Munday A. M.

Hoo couldn't eat, drink and be Mary when he knows that tomorrer A. M. he can jess take his little finger-nail sizzers from his vest pocket and clip the end off of an envylope and pull out a check for his week's salary for doing nothing, and no strings tied to it?

Hoo, I ask?

I am in favor of having all yumorists provided with an onurned inkermment, so as to give them a chance to compete with Chansy Depew in the open market. I bet 2 bits Mister Depew is named Chansy jess because he has a chance to be funny without trespassing on his private feelings. Most of us professional optymusts jess optify because we must.

Let the Yumorists' Union, at its necks annual meeting, take this matter up and demand their inborn rites. Let them say to the publik, "Laff and the wurruld laffs with you, but you don't laff with us unless we git a few thou per under the head of legal survusses."

I arise to state that the bizness of a professional optymust is jess as legal as that of a U. S. Sennytor, and sometimes a durn site legaler, b'gosh!

This is not to say that Chansy Depew hain't got no rite to his oncraryum. Fur from it! In the words of somebody hooz name I forgit at the present riting, I love not Chansy less, but money more.

To all of which I hearby set my hand and seal. Dun at the village of Grass Valley, state of Oregon, U. S. A.

Yores for our inailyenable rites,

HIRAM HAYFIELD.

P. S.—When you need legal survusses, don't forgit Hi Hayfield, E. S. Q., Dokter of Laws, Hoss Dokter et settery. Turns strickly in advance.—H. H.

Robertus Love.

THE GOOD OLD WORLD.

"Laugh, and the world laughs with you;

Weep, and you weep alone!"—

False is this carping message

Which o'er the world has flown.

Aye, 'tis both false and cruel,

Judging all men by few;

For, be it joy or sadness,

Still the world's heart beats true.

Say not the world is callous,

Hardened to those who mourn;

Say not 'tis gay and flippant

When hearts by grief are torn.

Smiles 'tis, of course, preferring,

Laughter it loves to hear;

But in the time of sorrow

Quick is its answering tear.

Say not the world is selfish,

Ruled by a grasping greed;

Say not its purse 'tis closing

When comes the call of need.

Where there is flood or famine,

Tempest, or plague, or fire,

Quick is the world in giving

More than the needs require.

Laugh, and the world laughs with you;

Weep, and its tears will fall;

For its great heart is beating

Ever in touch with all.

Turn from the old-time slander,

Give to the world its due;

Treat it with fullest fairness,

As it has treated you.

J. H. Boice.

PHILOSOPHY AND THE HORNET.

Many of us are prone to go through life without the benefits of philosophy. We turn away from it in repugnance, and around the corner meet disappointment and regret. We do not know that wisdom may be extracted from the small things of life, and that its application, like a mustard plaster, often brings contentment and peace.

Nobody would expect to be taught philosophy by a hornet, for instance, but a hornet can teach it, and impress a lasting lesson, although a hornet is but a little thing. It is a trifle in the great universe—just a detail in the insect world, with the accent on the last syllable.

One of the most thorough and lasting lessons I have ever been taught was given to me by a hornet. Before I had been taught by the insect I was heedless of the joys and comforts of philosophy. I was sauntering along through the world in an aimless and ignorant way, trying to avoid work. I was just a small boy, possessed only of an enormous appetite, a stone bruise and several warts and a fierce desire for repose.

The hornet was on the outside of his nest, apparently in a bad frame of mind when I stopped to look at him and wonder at the probable cause of his unhappiness. I noted his keen glance and angry aspect, and they appeared to be out of place in one so small and insignificant. He reminded me of an army commander returning from the capture of Aguinaldo.

It is not wise to look a bald hornet in the face and make a grimace at him at close range. That is some of the wisdom I absorbed that day and carried away with me. It was jabbed into me during the subsequent proceedings and permeated my system so thoroughly that it has never been entirely eradicated. Long years have passed since then and I have bumped against many tough propositions. While smoking a cigar I have met Carrie Nation, and the prototype of Cassie Chadwick has tried to borrow money from me, but to this day I know enough to halt abruptly and go quickly away and turn my attention to other things when I find myself in the vicinity of the habitat of hornets.

The hornet walked around on the outside of his nest and kept his eyes on me all the time. It was not exactly a defiant look he gave me, but more in the nature of a warning, which I would instantly have recognized had I been possessed of some of the knowledge I acquired a little later. Other hornets were in the nest at that time, but I did not know it then. In my inability to apply

philosophy to the case I believed the old, decrepit hornet to be the only one at home, and he appeared to me to be irrelevant, incompetent and immaterial. Although I did not understand him, he was saying to me by his actions, just as plainly as he could have said in words:

"You tear out of here! Fade away! Duck!"

I did not tear out; I did not fade away, and I did not duck when I should have done so. I wished later that I had taken his advice, having seen the philosophy of it, but at that time I thought it was only a bluff. The hornet appeared to have a chip on his shoulder, and I thought I could pick up a rock and knock the chip off and go away before he recovered from his astonishment.

It is not the supreme height of wisdom to try to knock a chip off a hornet's shoulder unless the heel of the knocker is placed firmly on the neck of the knocker. When the hornet is at himself and in open air it is always best to refrain from such action.

Just as I stooped to pick up the rock the old hornet must have called for help, and the others came out at once to see what he meant by it. They seemed to know that he meant me. An instant later I decided to go away from there immediately; and I think I went just as immediately as anybody could have gone.

Time has furrowed my brow and softened the memory of that awful experience, but I still have a distinct recollection that I tore out. I even ducked, and faded away, or at least I made heroic and frantic efforts to accomplish all three feats at one and the same time.

It is not wise to linger long in a place of that kind. The application of philosophy in such cases has to be made with great rapidity, and it is probably just as well to be going somewhere else while you are making it. Other localities are more desirable when the hornets come out. There is nothing about such a place that appeals to me very much, although it may be in a dell that is bosky enough, or beside a purling stream that purls to beat the band.

I went swiftly across a field that day, accompanied by about a million hornets. Every now and then they desired that I accelerate the speed at which we were traveling, and I responded every time they made their wishes known to me. The few people who were in the vicinity and witnessed the event thought there was something the matter with me; and when they saw me again, an hour or two later, they knew it was a remarkably good guess they had made.

R. S. Graves.

THE HONEST MAN WHO FORGOT.

DUNCAN M. SMITH.

An Easy Mark met up with an Honest Man, and after they had Hit the Weather a Few Hard Knocks the Easy Mark produced a Swell Roll of Bills and asked the Honest Man if he knew of a place where a Good Investment was lying in wait.

The Honest Man after a Brief but Decisive struggle choked his Conscience and threw it in a well Hard By and led the Easy Mark to a place

where Mining Stock that was very Valuable as Cigar Lighters was on sale.

After Pocketing his Commission the Honest Man departed after wishing the Easy Mark a very Good Day.

Moral.—When an Honest Man bumps into a Good Thing he is apt to forget for the Moment Who He Is.

A SARTORIAL TRAGEDY.

Ere this tale I begin
 I must tell you distinctly
 That the items herein,
 All related succinctly,
 Came to me—you attend?
 From a man who should know, sir;
 'Twas the tailor's best friend,
 Mr. Pillson, the grocer!

Now the tailor, he sat
 On a board used for pressing,
 And the fur of his cat
 He was idly caressing,
 When Attorney Q. Zipp
 Hove in sight, gaily smiling,
 With a trivial flip
 His spare moments beguiling.

He began right away:
 "If you worked for the clergy
 And you made it too gay,
 Why, their anger would serge—eh?"
 But the tailor said naught,
 Nor gave way to his feeling,
 Though his flashing eyes sought,
 And were glued to, the ceiling.

"Have you seen the whole cloth
 That the har from Nome spun?"
 Now the tailor waxed wroth—
 "Or the new Wendell Holmes-pun?"
 Then the tailor screamed: "Bah!
 I could haf you to know, sir—"
 Said the lawyer: "Ha, ha!
 To your mind seams it sew, sir?"

Swift the tailor jumped up
 With his goose in his hand, sir,
 And exclaimed: "Aeh, du pup,
 I vill gif you mine anser!
 Du bist nicht but ein goose,
 Und der teufel's own brudder,
 Und I kvick vill turn loose
 On vun goose, mit anudder!"

Then he smote hip and thigh
 With the might of his muscle,
 And he gouged out Zipp's eye
 In the subsequent tussle.
 Said the judge: "I be danged!
 With such puns did he fill him?
 Let the tailor be hanged
 For neglecting to kill him!"

TRY IT.

If you want to win a race,	You'll not win unless you start—
Try it;	Try it;
If you long for honored place,	Keep the faint out of your heart—
Try it.	Try it.
Men have lost and men have won	Cut your pathway straight away—
'Tween the settings of the sun—	Choose to go, or choose to stay:
There's a chance for everyone—	Men move mountains every day—
Try it.	Try it.

LAMENT OF A FOOTBALL.

Once on a time I roamed the fields
 All happy, free and gay,
 Or loitered in a mud-pool on
 The weedy woodland way.

Ah, bliss too brief! my gay career
 Came to an end at last;
 A fellow with a knife gave me
 A Future, for my Past!

And now I'm kicked and shoved and hauled
 About the football field,
 Until my fair complexion is
 Ridiculously peeled.

And in the grandstand people yell
 And shout with all their might,
 While I am underneath the pile,
 All in a sorry plight!

And when the battlefield is clear,
 Its knights all gone to grog,
 I wish I were just what I look—
 Would I were on the hog!

Henry Edward Warner

SPEAKING OF CARD GAMES.

He was the first American to enter Lhasa, the sacred city of Thibet.

Dark looks and low growls followed him as he strolled through streets whose pavements no Occidental's foot before his had trod.

Returning from viewing the gold domes, he stopped at a stationer's shop.

"I'd like to look at your souvenir postal cards," he said.

* * *

The souvenir postal card habit is a worse evil than race suicide. It works far more harm on the American nation than the highball habit, or the rabbit habit, or the ice cream habit, or the life insurance habit, or any other habit in this once smiling and habitable land.

Women suffer from the souvenir postal card habit more than men. The men suffer indirectly, in pocket and otherwise.

A bridal pair returned to our town from a wedding journey to Niagara Falls. The bride was radiant. The bridegroom's face looked as if the honeymoon had ended forever.

"Did you have a good time?" asked the old folks.

"Oh, such a lovely time!" the bride replied.

"What do you think of the Falls?"

"Well, really, I can't say. I was so busy writing and sending souvenir postal cards that I didn't see the Falls at all. Fred went several times. He can tell you about them."

* * *

The collecting of souvenir postal cards from tourist friends is a fine way to waste energy if you cannot travel. The ravages of stamp collecting never equaled those of this later fad.

You could keep the stamps in a book under the sofa. It takes a whole house to hold a collection of postal cards.

The family album and the mechanical piano

are crowded aside now, and the young man caller puts in the entire evening looking at pink and green halftones of abbeys and castles and hotels and bridges and things he has never heard of.

It is a nice way to spend a few hours. Very educating.

* * *

At a rough guess there are two spots on the globe where picture postal cards cannot be bought. One of these spots is the North Pole.

Every summer resort has cards to sell. There is no inn, however mean or far away, that hasn't its supply.

If a farmer gets tired of plowing the mountain-side and wants to turn his home into a summer boarding-house, all he needs to do is lay in a stock of souvenir postal cards.

One set shows the house from the road. Another shows the road from the house. Take your pick.

* * *

The comic postals are even more sought after than the straight halftone cards. One displays a man on top of a barrel. Under the barrel are the words: "I am up here."

This card is popular around Harper's Ferry.

Probably the card most in vogue in Atlantic City shows a voice, rising balloon-like out of a well, saying: "I'm down here."

A merchant in our city received a card the other day from a charge customer. In bright colors on the back appeared a cow kicking a little boy in the abdomen. Written underneath was this:

"Sorry neglected settle June account before leaving town. Will return in a few weeks. M. P. G—."

Perhaps M. P. G. relied upon the humorous cow to put the merchant in a pleasant frame of mind for the communication that followed.

The merchant was highly pleased, all right.

L. H. Robbins.

ROOSEVAL' MAKU DA PEACE.

Eet mak' me seek for hearin' tal

From peopla on da street

W'at greata man ces Roosevelt'

For maku Peace Treat'.

"W'en dogs of war dey snap deir jaws

Hees gentla heart ces touch';

He try for muzzle dem baycause

He lova peace so mooch."

Dat's how dey say of Roosevelt',

An' mebbe so ces tone,

But com', my frand, an' I weel tal

A leetla tale to you.

Bayfore I eesa 'Merican,

An' levee cen Italy,

I am acquaint' weeth Bada Man,

So tough as he can be,

He was so hungra for a fight,

So like da bulla-pup,

Dat eef you say "Good-morn'," "Good-night,"

He gona eat you up.

He gat so—w'at you call—"renown"

For he so blooda-thirs'

Ees never tight cen all da town

But so he start eet firs';

For no som'budy else ces dare

To fight som' udder man,

Baycause da Bada Man he swear

He stop eet eef he can.

An' so dees Meestah Roosevelt',

So "nobla man an' gran',"

No lika som' wan raisa hal

But so he tak' a han'.

I bat you he ces tal da Jap,

An' Russa-man da same;

"You gatta stop dees leetla scrap

Or let me cen da game!"

Thos. a. Day

THE COWBOY AND THE BOOK.

I never knowed how it got there, or how I happened to ride
 Close up to where it was layin' on a cattle trail beside
 A bunch o' the rat-tail cactus down there on the Peros range,
 An' in lookin' back'ards it strikes me the hull proceedin's is strange,
 It was fifteen miles from the railroad, an' twenty, I guess, or more
 From the nearest town on a beeline where they'd keep sich things in a store,
 Yet there that thing was a layin' by the trail 'most as good as new
 Where I lit from my bronk an' grabbed it, that Book O' the Royal Blue.

It was full o' the snappy sayin's an' sich o' the men that write
 The funny feed fur the papers, a snicker with every bite,
 An' I've got an idee my broncho must a reckoned that I had gone
 Plum crazy or bin a drinkin' the way that I carried on!
 I laughed at the funny stories I read as I rode along
 An' thought up tunes fur the verses an' ladled 'em up in song,
 An' I sot the echoes a dancin' the regular tra-la-too
 As I jerked the juice from the innards o' the Book O' the Royal Blue!

The boss had a rattlin' daughter that had me a gom' south
 With the smile that was allus playin' 'round the rim o' her rosy mouth,
 But she'd bluff me plum to a finish whenever I'd start a play
 That struck her as bein' rather too fresh in a lovin' way,
 She'd shy when I showed a symptom o' pitchin' the mupdun rope
 An' leave me a packin' a bosom dead achey with busted hope,
 An' that was the state o' matters that day when I rode in view
 O' the ranch jes' a slingin' music from that Book O' the Royal Blue.

'Twan't long till I had her settin' out back o' the hoss corral,
 An' I reckon the watchin' angels never saw a tickleder gal
 Than her when she got a readin' that bundle o' funny truck,
 Me a holdin' the book afore her an' her head on my shoulder stuck,
 An' she got in sich jolly humor that I cut the perposal loose
 An' roped her without a struggle, a usin' my arm fur a noose,
 An' she owned right up that I had her, an' she guessed I could hold her, too,
 An' I made her swear to the bargain on the Book O' the Royal Blue.

The day has bin sot fur the splicin', an' her daddy allows that he
 Will cut out a bunch o' cattle as a starter fur her an' me,
 An' he'll stake us to make a tower wherever we want to fly,
 An' things is a comin' lovely an' the goose is a hangin' high!
 We have figgered it down to eases 'twould be fittin' fur us to soar
 'Way back to the sunrise country an' light in ol' Baltimore
 An' try to size up the feller from a gratitude p'int o' view
 That bunched up the things that cinched us in the Book O' the Royal Blue.

James Barton Adams.

OMAR ON THE WAGON.

FROM "THE LOG OF THE WATER WAGON."

I.

Before the last hour of the Old Year died,
Methought a voice without the Tavern cried:
"Oh, cut it out, Khayyam; there's nothing in't.
The Water Wagon waits you. 'Take a ride!'"

II.

So, with the echoes of the New Year's chimes
The thoughtful Soul upon the Wagon climbs,
Cuts out the Grape, and promises to reach
The bosom of his Family betimes.

III.

At home by six, for Dinner with the Frau;
Early to bed and rise; a little Cow
And Seltzer when I line up with the Boys;
That's mine. I'm on the Water Wagon now.

IV.

A Moment's Halt—a momentary taste
Of Water from the Wagon!—Oh, make haste
And climb aboard!—Aqua is sweeter far
Than all the Grape Goods that were ever eased.

V.

For some we loved, the loveliest and the best,
Who tried to beat the Game, are now at rest.
Then set 'em back, and set 'em back, and then
Were gathered to the Kingdom of the Blest.

VI.

Indeed, Repentance oft before
I swore, and I was honest when I swore.
And then the Wagon bumped the Curb, and I
Was jolted off into a Liquor Store.

VII.

They say that Tom and Dick and Harry keep
The Bars at which I gloried and drank deep.
Well, let them keep them. I am feeling fit,
And feeding well, and catching up my sleep.

VIII.

I used to think that never blows so red
The Cherry as when Maraschinoed;
And watching Barney fish them from the Pot
I have acquired, at times, a lovely head.

IX.

And that reviving Herb whose tender Green
Pledges the River-Lip—how oft I've seen
The Barkeep make a Julep with its leaves,
The while upon the Bar I'd lightly lean.

X.

But now, my friends, I've had my last Carouse,
And made a Second Marriage in my house;
Divorced the wanton Daughter of the Vine
And taken Neptune's daughter for my spouse.

XI.

Yon rising Moon that looks for us again—
How oft hereafter will she wax and wane;
How oft hereafter rising look for us
Through the Roof Gardens—and for me in vain!

XII.

When in your joyous Pilgrimage you pass
Along the line of Beer and Stout and Bass
And Rye and Scotch and Fizz, and reach the place
Where I made One—turn down an empty Glass.

Bert Leston Taylor

WATER WAGON SPRINKLINGS.

BY BERT LESTON TAYLOR AND W. C. GIBSON.

"Gad, this free lunch is fine!" The man who says that of Harveyized corned beef and celluloid cheese will go home and hurt his wife's feelings knocking a good dinner which she spent hours in preparing. The brute!

The camel can go for many days without water. Not to mention names and street numbers, there are others similarly constructed.

A "good fellow" is one who fights to father every orphan check turned adrift by the cash

register, and reproves his little daughter when she teases for a bicycle.

Woman's work is never done; and then the wretch wakes her up with a tin horn and tries to tell her who was elected.

Providence looks after the helpless bun-bearer. All the little wife has to do is to sit up and let him in.

Two heads are better than one—sometimes.

LITTLE SLEEPY-HEAD.

Teensy, weensy tads like me
 Can't have no fun at all;
 For soon as we are through with tea
 Somebody's bound to call,
 In an aggravatin' style:
 "Now you run to bed;
 Sister can sit up awhile,
 But you're a Sleepy-Head."

Went down to the chapel hall
 To see the lantern show;
 Saw two pictures, that was all,
 Then I had to go.
 Someone said: "Now you can't wait,
 Your ma will be in dread;
 Because it's getting awful late
 An' you're a Sleepy-Head."

Same way every Sunday night
 When sister's beau comes 'round,
 I see them turn the parlor light
 An' pull the curtains down.
 Then if I drop in unawares
 Why, sister's cheeks are red;
 She frowns, an' says you run upstairs
 You little Sleepy-Head."

It's Sleepy-Head an' Sleepy-Head,
 Makes me so awful mad;
 They pick on me, old nurse said,
 Because I am a tad.
 Well, when I am a man, just wait,
 I'll send some tad to bed,
 And say: "You can't sit up too late
 You are a Sleepy-Head."

SOUTHERN CRADLE SONG.

De Dream Witch cums, mah li'T brown chap,
 When de fogs hang thick en white;
 En de ol' sun dons his red night-cap
 En swiftly drops fann sight.
 When de frogs staht up deh lonesum tune,
 En de bats creep fann de lof';
 Den de Dream Witch rides by de risin' moon
 En cums to calhy yu off.

Sleep, baby, sleep,
 In one teensy heap,
 Mammy's li'T weensy quilted bundle;
 De time so swiftly flies
 When de San' Man rubs yo' eyes
 De Dream Witch am standin' by yo' trundle.

Et's many en many a mile fann heah,
 De lan' wheh de Dream Witch prowls;
 But et doan take long when her steeds am neah
 En her steeds am two big owls.
 A snow-white cyahb lak a big sea-shell,
 En rainbows foh de reins;
 En off yu go wheh de failies dwell
 Way up in de stah-sweep' plains.

Sleep, baby, sleep,
 Doan yu dahe to peep,
 While de bells ob dreamlan' sof'ly tinkle;
 Close yo china eyes
 Till yu's in de skies
 Playin' tag up wheh de li'T stahs twinkle.

Victor A. Hermanson

A BALLAD OF KISSES.

Some spots there are I long to scan,
 Some places where I yearn to go,
 Where perfume-laden zephyrs blow
 And bring a rare delight to man;
 But one there is I wholly ban;
 With me 'twill never stand a show;
 It charms me not the least—ah, no!
 There are no kisses in Japan!

From Beersheba unto Dan
 I'd wander, if I had the dough,
 Yea, hitherward and yon I'd blow,
 Without a single chart or plan—
 A joy I've craved since life began;
 But there's one thing I tell you, though—
 I'd never land in Tokyo:
 There are no kisses in Japan!

Me for the Grecian Islands! An
 Ecstatic joy it were to blow
 Around that archipelago,
 Where Sappho lived. (No warmer than
 This dunozel is known to man.)
 But Yokohama is too slow.
 It is no place for me—ah, no!
 There are no kisses in Japan!

L'ENVOI.

Princess, with eyes that dance and glow,
 Believe it, if indeed you can,
 And hearken to this tale of woe:
 There are no kisses in Japan.

Will Forest Cleveland

THE CRUTCH.

The Tall Man walked down Fourth Street till he came to Main Street. Then he turned off one way or the other till he came to another street which led down to the river. Before him were some signs which told insistently of railroads which led to cities to which he could not go. It was Sunday afternoon and the people had gone to places which were cooler than the Ohio River front in Louisville. So the river front was deserted. Yet, no; there were some river people who were taking things on board steamers that were to go away in the evening, so it was not quite deserted after all. The river people seemed happy, for they sang songs and made sounds like the real sailor folks the Tall Man had seen when he was in New York and in Baltimore and in Lisbon and in Cape Town and in Tampico when he was there and walking, as he was now, along the wharves.

After a while the boat was loaded and all the passengers got aboard and the whistle blew and the bell rang and the boat went off to Someplace, Somewhere.

They are rather interesting things, those Ohio River steamers.

Then, afterward, the Tall Man walked up the street toward the city. On the way he saw a Little Bit of a Girl who sat on a doorstep on the shady side of the street. Alongside her lay a crutch, and along beside that there was a stretch of shady, cool stone, which looked less uncomfortable than the sidewalk.

"I would like to sit down in your shade beside you," said the Tall Man.

"Yassum," said the Little Bit of a Girl.

So the Tall Man sat down beside the Little Bit of a Girl who had the shade and the crutch and the cool side of the street.

"Why do you have the crutch?" asked the Tall Man presently.

"Yassum, the crutch, the doctor he gave it to me, yassum," said the Little Bit of a Girl.

"Yes, I know," said the Tall Man. "But did you hurt yourself awfully?"

"Yassum, not much I guess," replied the Little Bit of a Girl. "But the doctor he said I'd haf to walk 'ith it f'r quite a spell, yassum."

Then the Tall Man wondered why the Little Bit of a Girl used such expressions as "quite a spell" and "yassum." Afterward he found that the parents of the Little Bit of a Girl had lived long in New England, and had come South when she was littler than she was now. So he made a note of the influence of environment on language and decided to write an essay on it sometime.

"But why did the doctor have to give you the crutch?" asked the Tall Man.

"Yassum, 'twas this way." Then the Little Bit of a Girl leaned back against the railing. "You see I was out there in the street w-a-a-y up by th' corner, an' a car come along an' hit me, an' a wagon come along an' took me to th' hospital, an' I was in th' hospital f'r weeks an' weeks an' weeks, cause papa said the doctor said I had th' internal injry, yassum."

"But it was not all internal injury," said the Tall Man, "or you would not have to carry a crutch."

"Yassum, I guess it wasn't," said the Little Bit of a Girl. "But that ain't the funny part. I was up to th' hospital f'r weeks an' weeks an' weeks, an' I was there on a bed, an' by me on 'nother bed was a big man who had been blew up by a 'sposion somewhere. He use to talk to me, an' we was good friends f'r quite a spell, an' when his wife use to bring him flowers he use to give some of 'em to me when she was gone away, yassum."

"An' then, one day the doctor he come around an' give me somethin' an' I went to sleep I guess, an' when I woke up they was a big screen 'ith dragons an' flowers painted on it between my bed an' the bed where the big man was, an' while I was a-list'nin' to what they was doin' they was a man come out an' he run a little wagon up by th' bed where the big man was, an' when they took the screen down they wasn't any one in the bed where the big man was, an' the man told me they took the big man away on the little wagon. I ast him what for did they take him away, an' he told me 'cause they didn't keep dead folks in th' hospital."

"But you got all well again?" queried the Tall Man.

"Yassum, I'm all well, but the big man he kissed me once when his wife was there in th' hospital, an' I wish'd they'd let me kissed him good-bye before they took him away on the little wagon—an' I wish'd they'd make me a screen like the one they had 'ith dragons on when they put it up so's I couldn't see the big man took away—an' did you ever look over to a bed in a place where you use to see folks you liked an' find they was a screen there an' when they took th' screen down they wasn't any one in the bed?"

"Yes," said the Tall Man, "I've been doing that all my life."

"Well, it's worse'n carryin' a crutch, ain't it, yassum?" said the Little Bit of a Girl.

ON THE FIELD OF BATTLE.

Thus the boarder: "Dear Madam, I wish You would put some health tood on my dish.

I am happy to say

That I always eat hay.

I was born up in Battle Creek, Mich."

ARRIVED.

"Quo Vadis?" we asked. He said, "Well, I believe I am going to ———!"

He traveled all day,

And we're sorry to say

That we left him at Wilmington, Del.

THE DANGERS OF POLITENESS.

"After marriage Korean women may be designated by the name of the place from which they came when marrying, prefixed by a qualifying word or words signifying age and occupation or interest, such as 'Mrs. the Musical Old Lady Who Came From Ko Yang.'"

— *Underwood, in The Korean Spoken Language.*

The Korean women are simple, you know.
They don't change their customs wherever they go.
Nor yet must their husband provide a new gown
Whenever the lady goes shopping in town.
The hardest of all that he's called on to do
Is providing a cognomen—something quite new—
Whenever he marries the maid of his choice —
(And some names he chooses are hard on the voice).
Now, for an example, just let us suppose
Kam-Hi weds the daughter of General Goes.
She loses the name that she had in her youth,
And doesn't take that of her husband, forsooth.
If, perchance, she is fond of the garden, her name
Is as long as a Middlesex cricketing game:
"Mrs.-General's-Daughter-Who-Sailed-O'er-the-Sea-
Now-the-Gardening-Lady-Who's-Planting-the-Pears."
If someone should go—say if you, or if I—

To call on the consort of Mr. Kam-Hi,
And forgot all that part about gardens and things,
And say, "Mrs.-Beautiful-Lady-Who-Sings-
All-the-Topical-Songs-When-the-Evening-Is-Cool,
I am glad, ma'am, to welcome you here in Seoul."
It is likely Kam-Hi would then take off his coat
And wind up his beautiful Panhard Carrole,
And dispatch us forthwith to those lands of the Blest
Where Bhudda holds forth and where all of the rest
Of the Korean gods and their goddesses hold
A court for the passing of judgment. I'm told
The miscalling of names is a capital crime
For which most of the citizens have to do time,
Which is graded according to what kind of sin
You have done upon earth, and which gate you get in
When you come up to Bhudda who asks what you've done,
And you hold up one finger and say, "Just the one
Little thing upon earth which is wicked, you see."
"Did you spell his name Thomson, without any P?"
Asks Bhudda, the Just, and you answer with scorn:
"Ah, no, never that. Never since I was born
Has a sin so prodigious been laid at my door."
Then Bhudda inquires if there's anything more.
"Ah, yes," shouts the angel, in clarion tones,
"He said, 'Mrs. Smith,' and her real name was 'Jones.'"

THE LOTTERY.

We offered a prize for a man
Who could play us a tune on a pan.
We had threatened to shoot
One poor chap from Chamute,
But he entered from Enterprise, Kam.

P. M.

My son is most careful in this:
Every girl that he sees he must kiss.
Still I'm sorry to state
He's not quite up to date,
For son passed a Meridian, Miss.

MINED.

This foolish old citizen cried,
I laughed till I thought I'd have died!
My wife bought a hat
And it looked as if that
It was mined out in Cœur d'Alene, Id.

WON GALLOPING.

A cowboy who lived down in Tex.,
Shot a man, just the sheriff to vex.
He mounted his horse,
And he rode fast, of course,
But they caught him in Gallup, New Mex.

BAY STATE GAS.

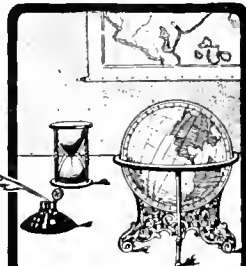
Said this able promoter, "Alas!
I desired to find natural gas.
I was searching for it
In a hole or a pit
Between Pittsfield and Holyoke, Mass."

Harry R. Taber



Stub Ends of Thought

By ARTHUR G. LEWIS.



THE primary condition of criminal life is frequently only carelessness and lack of system.

MANY faults of others are often directly traceable to our own temperaments.

JUSTICE in one direction does not excuse an injustice in another.

IN order to succeed we must either possess sufficient experience to lead others or brains enough to gracefully submit to be led ourselves.

IS the persistent research of effort opportunity is often unexpectedly disclosed.

INFLUENCE has placed about as many fools in authority as ignorance has eventually taken out of it.

LOVE must measure its life by the strength of affection under adverse conditions and in the face of misfortune.

SOMEONE yesterday tutored a fool out of his ignorance, and was to-day stabbed in the back by means of the imparted knowledge.

IT is better to hope with some uncertainty than to live solely within the circle of despair.

THE employment of influence may prove profitable, but only experienced ability should be placed in authority.

LOVE sometimes dies a painful death in the arms of unreciprocated affection, but is never again resurrected beyond a memory or regret for what might have been.

PRECOCIOUS self-assertion, unbacked by the information of experience, is often the only argument of an unconscious idiot.

AS THE ravages of vice weaken the body and brain, the microbes of repentance, regret and reform find an easy convert to their cause.

SOME men try to believe that they can consistently smoke all the Havana out of the cigar of life, and then lay the flavorless remainder before the throne of Heaven for resurrection.

THE small but certain substance of to-day is too often sacrificed for the large, uncertain shadow of to-morrow.

THE discipline of failure is our best tutor on the highway of success.

WHAT DOES IT MATTER?

BY ARTHUR G. LEWIS.

What does it matter tho' the clouds are dark,
If our hearts be young and light;
And the star of dawn shines clearly
Within our hope and sight?
What does it matter tho' winter's near,
If memory holds no sorrow,
Of the summer dead but yesterday,
Or the spring to be born to-morrow?

"STUB ENDS OF THOUGHT" in book form, bound in silk cloth (104 pages), may be obtained from the author, Arthur G. Lewis, Norfolk, Va. Price \$1.00, postpaid.

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BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM WASHINGTON,
BALTIMORE AND PHILADELPHIA TO NEW YORK.

EFFECTIVE JULY 23, 1905											
EASTWARD											
	No. 504 DAILY	No. 526 EXCEPT SUNDAY 5 HOUR	No. 522 SUNDAY	No. 528 EXCEPT SUNDAY	No. 502 DAILY	No. 524 "ROYAL LIMITED" DAILY 6 HOUR	No. 508 DAILY	No. 516 DAILY	No. 546 DAILY	No. 512 DAILY	
	AM	AM	AM	AM	PM	PM	PM	PM	PM	AM	
LV WASHINGTON	7.00	9.00	9.00	11.00	1.00	3.00	5.00	8.00	11.30	2.57	
LV BALTIMORE, CAMDEN STATION	7.55	9.50	9.52	11.50	1.55	3.48	6.00	9.00	12.39	3.51	
LV BALTIMORE, MT. ROYAL STATION	8.00	9.54	9.57	11.54	1.59	3.52	6.05	9.05	12.44	3.55	
AR PHILADELPHIA	10.15	11.52	12.11	2.02	4.05	5.50	8.19	11.45	3.05	6.00	
AR NEW YORK, LIBERTY STREET	12.35	2.00	2.30	4.15	6.30	8.00	10.40	3.20	5.40	8.32	
AR NEW YORK, 230 STREET	12.45	2.10	2.40	4.25	6.45	8.10	10.50			8.43	
	PM	PM	PM	PM	PM	PM	PM	AM	AM	AM	

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS FROM NEW YORK TO
PHILADELPHIA, BALTIMORE AND WASHINGTON.

EFFECTIVE JULY 23, 1905									
WESTWARD									
	No. 505 DAILY	No. 517 EXCEPT SUNDAY	No. 501 DAILY	No. 507 DAILY	No. 527 DAILY 5 HOUR	No. 509 "ROYAL LIMITED" DAILY	No. 503 DAILY	No. 511 DAILY	No. 515 DAILY
	PM	AM	AM	AM	PM	PM	PM	PM	PM
LV NEW YORK, 230 STREET	11.50	7.50	9.50	11.50	1.50	3.50	5.50	5.50	11.50
LV NEW YORK, LIBERTY STREET	12.15	8.00	10.00	12.00	2.00	4.00	6.00	7.00	12.15
LV PHILADELPHIA	7.40	10.32	12.30	2.14	4.16	6.18	8.35	9.30	3.35
AR BALTIMORE, MT. ROYAL STATION	9.48	12.49	2.43	4.14	6.09	8.16	10.55	11.32	8.00
AR BALTIMORE, CAMDEN STATION	9.52	12.53	2.47	4.18	6.13	8.20	11.00	11.36	8.05
AR WASHINGTON	10.50	1.50	3.50	5.20	7.00	8.10	12.10	12.31	7.25
	AM	PM	PM	PM	PM	PM	AM	AM	AM

BALTIMORE & OHIO R. R. ROYAL BLUE TRAINS TO ALL POINTS WEST
AND SOUTHWEST.

WESTWARD								
	No. 1 LIMITED DAILY	No. 7 EXPRESS DAILY	No. 9 EXPRESS DAILY	No. 3 EXPRESS DAILY	No. 5 LIMITED DAILY	No. 55 EXPRESS DAILY	No. 11 PITTSBURG LIMITED	No. 15 EXPRESS DAILY
LV NEW YORK, 230 STREET	9.50 AM	11.50 AM	N 3.50 PM	5.50 PM	11.50 PM	11.50 PM	5.50 PM	
LV NEW YORK, LIBERTY STREET	10.00 AM	12.00 NN	N 4.00 PM	6.00 PM	12.15 NT	12.15 NT	7.00 PM	
LV PHILADELPHIA	12.30 PM	2.14 PM	+ 5.20 PM	8.35 PM	7.40 AM	A 7.40 AM	9.30 PM	
LV BALTIMORE, MT. ROYAL STATION	2.43 PM	4.14 PM		10.55 PM	9.48 AM	8.45 AM	11.32 PM	
LV BALTIMORE, CAMDEN STATION	3.00 PM	4.30 PM	8.00 PM	11.10 PM	10.00 PM	9.00 AM	11.41 PM	
LV WASHINGTON	4.05 PM	5.30 PM	9.15 PM	12.45 AM	11.00 AM	10.05 AM	12.40 AM	
AR DEER PARK HOTEL	10.12 PM	11.39 PM		7.04 AM	+ 5.27 PM	4.41 PM		
AR PITTSBURG			7.15 AM		7.45 PM		9.00 AM	LV 4.30 PM
AR CLEVELAND			12.35 PM					9.50 PM
AR WHEELING (EASTERN TIME)		5.35 AM						LV 4.20 PM
AR COLUMBUS (CENTRAL TIME)		8.45 AM						9.20 PM
AR CHICAGO		5.30 PM						7.40 AM
AR CINCINNATI	8.05 AM			5.35 PM	9.00 AM			
AR INDIANAPOLIS	11.45 AM			10.35 PM		2.35 AM		
AR LOUISVILLE	11.50 PM			9.30 PM		7.10 AM		
AR ST. LOUIS	5.00 PM			7.28 AM		1.40 PM		
AR CHATTANOOGA	5.00 PM			6.25 AM				
AR MEMPHIS	11.00 PM			8.30 AM				
AR NEW ORLEANS	10.00 AM			8.00 PM				

A—Train No. 5 makes connection at Cumberland.
Through Pullman Sleepers to all points. N Connection east of Philadelphia is made with No. 509, "Royal Limited."

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EASTWARD								
	No. 2 LIMITED DAILY	No. 4 EXPRESS DAILY	No. 6 LIMITED DAILY	No. 8 EXPRESS DAILY	No. 10 EXPRESS DAILY	No. 12 DUQUESNE LIM. DAILY	No. 14 EXPRESS DAILY	
LV CHICAGO			3.30 PM	10.40 AM			8.30 PM	
LV COLUMBUS				7.05 PM				
LV WHEELING (EASTERN TIME)		5.00 PM		12.25 AM			11.30 AM	
LV CLEVELAND			11.30 PM		2.00 PM			
LV PITTSBURG			8.00 AM		9.00 PM		1.15 PM	
LV ST. LOUIS	* 8.54 AM	2.05 AM				* 6.30 PM		
LV LOUISVILLE	2.10 PM	8.10 AM				9.08 PM		
LV INDIANAPOLIS	+ 2.45 PM	8.05 AM				2.30 AM		
LV CINCINNATI	* 6.35 PM	12.10 PM						
LV NEW ORLEANS		7.05 PM				8.10 AM		
LV MEMPHIS		6.50 AM				9.15 AM		
LV CHATTANOOGA		10.40 PM				8.40 PM		
LV DEER PARK HOTEL	6.44 AM	12.42 AM	+ 10.25 AM	6.14 AM		8.42 PM	5.16 PM	
AR WASHINGTON	12.40 PM	5.41 AM	4.42 PM	12.30 PM	6.30 AM	2.42 AM	11.20 PM	
AR BALTIMORE, CAMDEN STATION	1.47 PM	7.50 AM	5.50 PM	1.47 PM	7.50 AM	3.47 AM	12.25 AM	
AR BALTIMORE, MT. ROYAL STATION	1.59 PM	8.00 AM	6.05 PM	1.59 PM	8.00 AM	3.55 AM	12.44 AM	
AR PHILADELPHIA	4.05 PM	10.15 AM	8.19 PM	4.05 PM	10.15 AM	6.00 AM	3.05 AM	
AR NEW YORK, LIBERTY STREET	6.30 PM	12.35 PM	10.40 PM	6.30 PM	12.35 PM	8.32 AM	5.40 AM	
AR NEW YORK, 230 STREET	6.45 PM	12.45 PM	10.50 PM	6.45 PM	12.45 PM	8.43 AM		

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WESTWARD.

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- No. 7.** Drawing Room Sleeping Car New York to Chicago via Grafton and Bellaire. Drawing Room Sleeping Car Baltimore to Columbus. Drawing Room Sleeping Car Washington to Wheeling. Dining Cars serve all meals.
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GUIDE TO WASHINGTON

Published by the Passenger Department of the
BALTIMORE & OHIO RAILROAD



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The guide is artistic and practical. All places of interest are fully illustrated. The covers are engraved and printed from steel plate by John A. Lowell & Co., Boston.

The portrait of Washington is taken from the original by Stuart, owned by the Boston Art Museum.

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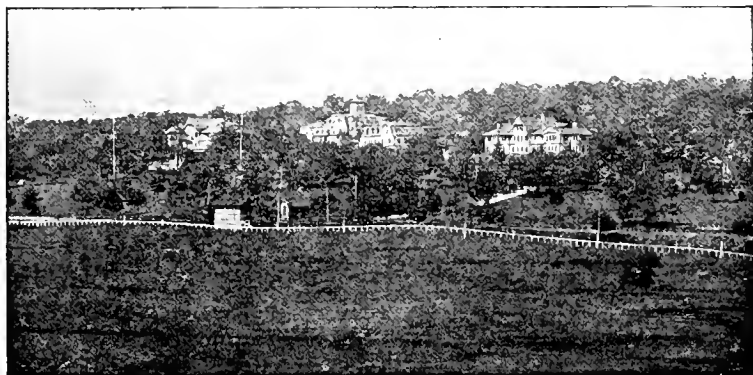
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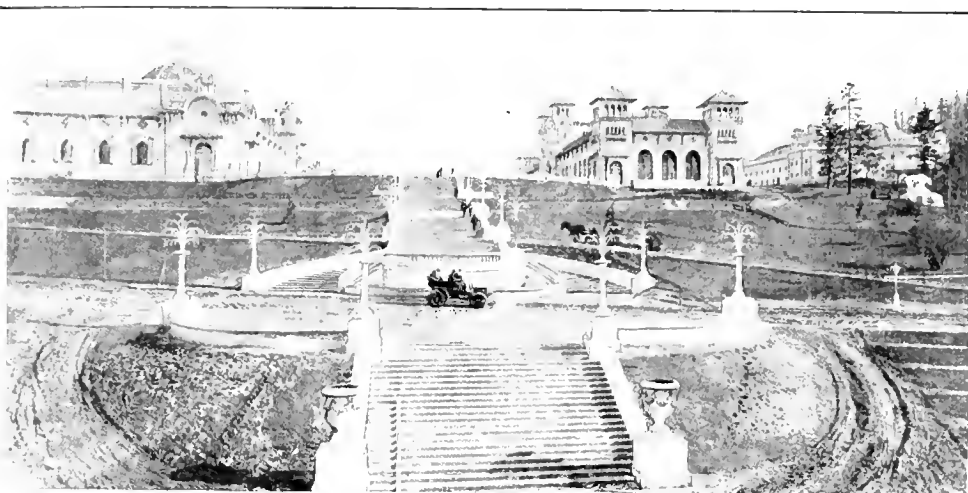
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It is particularly desirable to
SUFFERERS FROM HAY FEVER

The popularity of this resort is due to its splendid location, 2,800 feet above the sea level, out of range of malaria and mosquitoes. Every convenience is provided for guests. Delightful rooms and an excellent cuisine. Purest water in abundance. Five hundred acres of ground, affording every out door recreation. The hotel is provided with all modern improvements for comfort, and bowling alleys, billiard rooms, tennis courts, golf links, swimming pools, etc., for amusement. An entirely new livery equipment has been installed.

Most conveniently reached by through vestibuled trains with Pullman cars via the Baltimore & Ohio Railroad from Chicago, St. Louis, Cincinnati, Louisville, Columbus, Cleveland, Pittsburg, Wheeling, Washington, Baltimore, Philadelphia and New York.

W. E. BURWELL, Manager,
Deer Park, Garrett County, Md.



Baltimore & Ohio

LAST MONTH

of the

Lewis and Clark Centennial Exposition

Reduced Rates from All Principal Points to

**PORTLAND, ORE.; SEATTLE AND TACOMA, WASH.
BELLINGHAM, VICTORIA AND VANCOUVER, B. C.**

DATES OF SALE

Tickets via direct routes to points named below will be on sale daily until September 29, 1905, inclusive.

Baltimore, Md.	\$73.00	Hagerstown, Md.	\$73.00	New York, N. Y.	\$74.50
Berkeley Springs, W. Va.	73.30	Hancock, W. Va.	73.00	Oakland, Md.	71.45
Braddock, Pa.	67.95	Harper's Ferry, W. Va.	73.00	Philadelphia, Pa.	74.25
Cameron, W. Va.	68.25	Hyndman, Pa.	71.85	Piedmont, W. Va.	72.00
Charlestown, W. Va.	73.00	Johnstown, Pa.	70.80	Rockwood, Pa.	70.80
Chester, Pa.	74.25	Keyser, W. Va.	72.10	Shenandoah Junc., W. Va.	73.00
Clarksburg, W. Va.	70.20	Lexington, Va.	73.00	Somerset, Pa.	70.80
Confluence, Pa.	70.30	McKeesport, Pa.	68.00	Staunton, Va.	73.00
Connellsville, Pa.	69.40	Mannington, W. Va.	69.20	Terra Alta, W. Va.	71.25
Cumberland, Md.	72.50	Martinsburg, W. Va.	73.00	Uniontown, Pa.	69.85
Deer Park, Md.	71.60	Meyersdale, Pa.	71.15	Washington, D. C.	73.00
Dunbar, Pa.	69.55	Morgantown, W. Va.	70.85	West Newton, Pa.	68.70
Fairmont, W. Va.	70.20	Mountain Lake Park, Md.	71.50	Weston, W. Va.	70.95
Frederick, Md.	73.00	Mt. Pleasant, Pa.	69.40	Wilmington, Del.	74.25
Grafton, W. Va.	70.50	Newark, Del.	74.25	Winchester, Va.	73.00

Corresponding Rates from all other Stations.

Tickets returning via Winnipeg and St. Paul will be \$10.00 additional.

Detailed information may be secured from all Ticket Agents, Baltimore & Ohio R. R.



SUSQUEHANNA RIVER



The
"Royal Limited"

The Peer
 OF
Royal Blue Trains



An exclusively Pullman train, vestibuled throughout, with Buffet Smoking Parlor and Observation Cars and superb Dining Car service. No extra fare other than regular Pullman charge.



Runs every day between New York, Philadelphia, Baltimore and Washington in five hours. Both directions.



It leaves Washington at 3.00 p. m.
 Arrives New York at 8.00 p. m.
 (Liberty Street)
 Arrives New York at 8.10 p. m.
 (23d Street)
 Leaves New York at 3.50 p. m.
 (23d Street)
 Leaves New York at 4.00 p. m.
 (Liberty Street)
 Arrives Washington at 9.00 p. m.

12/14



Concerning the Dining Car Service of the Baltimore & Ohio Railroad

It is unexcelled. If you have any doubts, investigate it for yourself and draw your own conclusions. The Railway Company operates it, looks after details; likes to receive compliments if it pleases; and complaints if it does not.

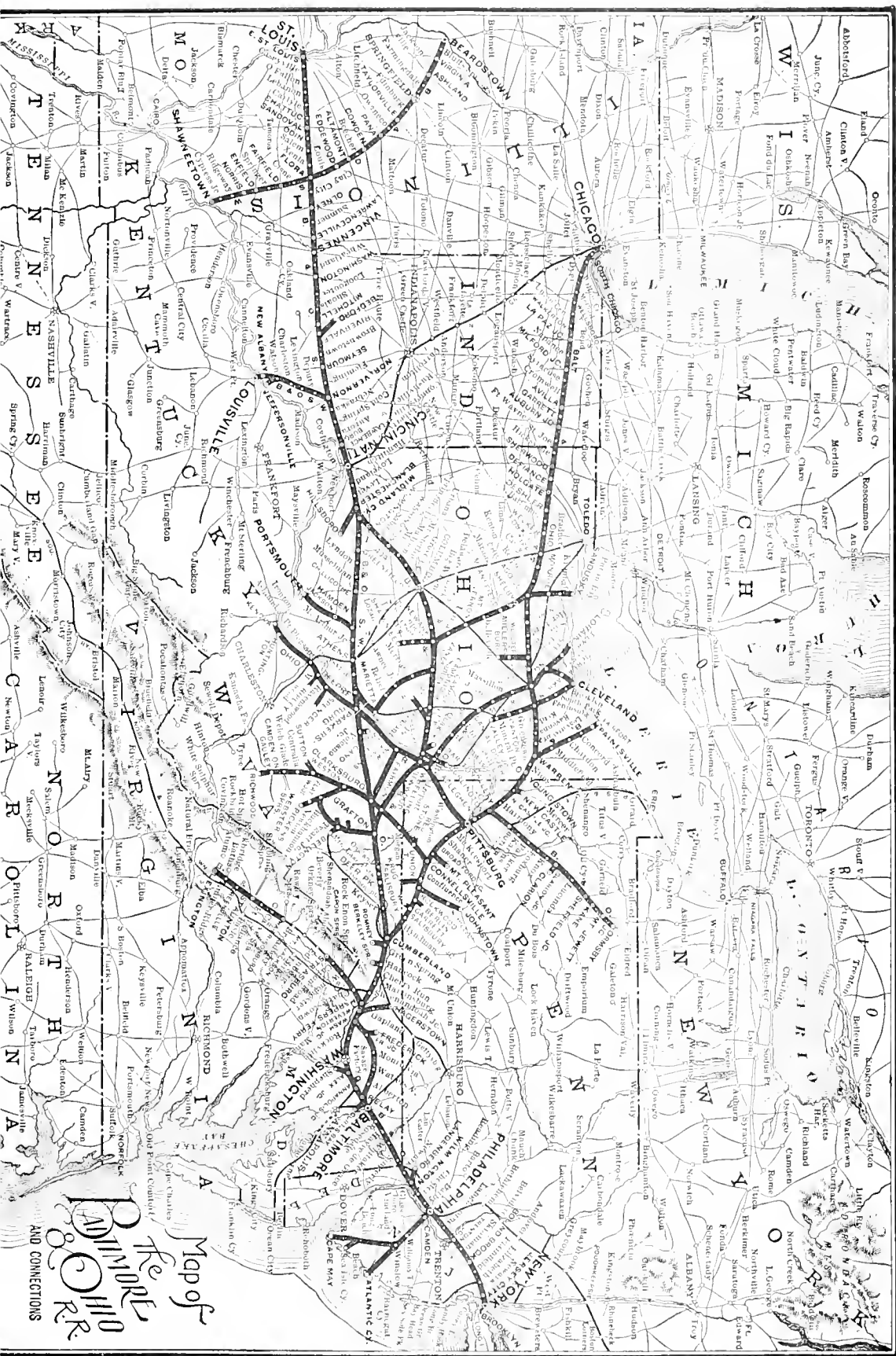
The service is a la carte when it is deemed advisable, and table d'hote when the hours suggest a full course dinner.

The menu and service throughout is operated for the benefit and pleasure of our patrons. If it can be improved in any way we will be glad to receive suggestions.

E. V. BAUGH,

Superintendent Dining Car Service
Baltimore & Ohio Railroad.





Map of
the
RAILROADS
AND CONNECTIONS

Baltimore



Ohio

R.R.

EAST AND WEST



CALENDAR - 1905



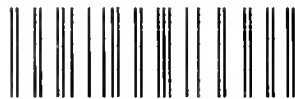
JANUARY							FEBRUARY							MARCH							APRIL						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
1	2	3	4	5	6	7	5	6	7	8	9	10	11	2	3	4	5	6	7	8	2	3	4	5	6	7	8
8	9	10	11	12	13	14	12	13	14	15	16	17	18	9	10	11	12	13	14	15	9	10	11	12	13	14	15
15	16	17	18	19	20	21	19	20	21	22	23	24	25	16	17	18	19	20	21	22	16	17	18	19	20	21	22
22	23	24	25	26	27	28	26	27	28	...	...	...	...	23	24	25	26	27	28	29	23	24	25	26	27	28	29
29	30	31	...	...	...	...	28	29	30	...	...	...	...	28	29	30	31	...	...	...	30	...	...	...	...	...	...
MAY							JUNE							JULY							AUGUST						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
7	8	9	10	11	12	13	4	5	6	7	8	9	10	...	...	...	...	...	...	...	6	7	8	9	10	11	12
14	15	16	17	18	19	20	11	12	13	14	15	16	17	2	3	4	5	6	7	8	6	7	8	9	10	11	12
21	22	23	24	25	26	27	18	19	20	21	22	23	24	9	10	11	12	13	14	15	13	14	15	16	17	18	19
28	29	30	31	...	...	...	25	26	27	28	29	30	...	20	21	22	23	24	25	26	20	21	22	23	24	25	26
...	...	...	...	...	...	...	...	...	...	...	...	...	...	27	28	29	30	31	...	...	27	28	29	30	31	...	...
SEPTEMBER							OCTOBER							NOVEMBER							DECEMBER						
S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S
3	4	5	6	7	8	9	1	2	3	4	5	6	7	...	...	...	...	...	...	...	1	2	3	4	5	6	7
10	11	12	13	14	15	16	8	9	10	11	12	13	14	...	...	...	...	...	...	...	8	9	10	11	12	13	14
17	18	19	20	21	22	23	15	16	17	18	19	20	21	...	...	...	...	...	...	...	15	16	17	18	19	20	21
24	25	26	27	28	29	30	22	23	24	25	26	27	28	...	...	...	...	...	...	...	22	23	24	25	26	27	28
...	...	...	...	...	...	...	29	30	31	...	...	...	...	28	29	30	...	...	...	...	31	...	...	...	...	...	...

ROYAL BLUE TRAINS

D. B. MARTIN,
MANAGER PASSENGER TRAFFIC,
BALTIMORE, MD.

B. N. AUSTIN,
GEN'L. PASS. AGENT, CHICAGO.
C. W. BASSETT,
GEN'L. PASS. AGENT, BALTIMORE.

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